

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 15, 2006 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: March 21, 2006 – Lake Ontario Room,  
3<sup>rd</sup> Floor, Michigan Library and Historical Center, 11:00 AM

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### SUBCONTRACTS

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| 1. | <b>G&amp;M Enterprises</b><br><b>19614 West 8 Mile Road</b><br><b>Southfield, MI 48075</b> | <b>\$35,253.12</b> |
|----|--|--------------------|

#### **Description of Work: Sweeping**

Approval is requested to authorize the Washtenaw County Road Commission to award the second and final optional year of a subcontract for sweeping services to be performed in Washtenaw County. The original subcontract was approved on June 1, 2004, by the State Administrative Board. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for sweeping services to be performed on various state trunklines within Washtenaw County.

**Benefit:** This contract will help to promote safer roads throughout Washtenaw County by keeping the drains clear so that the roads do not flood.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to the requirements of the State Administrative Board resolution.

**Risk Assessment:** If the work is not performed, the drainage structures will become clogged and the road will flood, creating unsafe road conditions.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48075.

2. **National Industrial Maintenance** **\$22,746.50**  
**4400 Stecker**  
**Dearborn, MI 48126**

**Description of Work: Catch Basin Cleaning with Sewer Jet and Operator**

**Retroactive** approval is requested for maintenance services subcontracted in FY 2002 by the St. Clair County Road Commission, including the rental of catch basin cleaning equipment for use on all state trunklines in St. Clair County. The original subcontract was for \$14,550 and was approved by the region engineer on April 18, 2002; the amount was below the \$20,000 State Administrative Board approval threshold. However, additional hours were required for completion of the work, resulting in an additional amount of \$8,196.50, for a total subcontract amount of \$22,746.50. The work was completed by the St. Clair County Road Commission with MDOT approval, but through oversight, the paperwork was not completed and State Administrative Board approval was not obtained. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Rental of equipment to complete catch basin cleaning on all state trunklines in St. Clair County in FY 2002.

**Benefit:** Regular cleaning of catch basins is required to ensure proper operation of the roadway drainage system, allowing it to convey water from the roadway surface and subgrade.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to the requirements of the State Administrative Board resolution.

**Risk Assessment:** Proper operation of the catch basins and road drainage system will ensure that safe driving conditions are maintained during storms and will extend the life and integrity of the roadway.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48126.

3. **National Industrial Maintenance** **\$21,707.50**  
**4400 Stecker**  
**Dearborn, MI 48126**

**Description of Work: Catch Basin Cleaning with Sewer Jet and Operator**

**Retroactive** approval is requested for maintenance services subcontracted in FY 2004 by the St. Clair County Road Commission, including the rental of catch basin cleaning equipment for use on all state trunklines in St. Clair County. The original subcontract was for \$14,250 and was approved by the region engineer on April 2, 2004; the amount was below the \$20,000 State Administrative Board approval threshold. However, additional hours were required for completion of the work, resulting in an additional amount of \$7,457.50, for a total subcontract amount of \$21,707.50. The work was completed by the St. Clair County Road Commission with MDOT approval, but through oversight, the paperwork was not completed and State Administrative Board approval was not obtained. Approval is now requested to correct this error. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Rental of equipment to complete catch basin cleaning on all state trunklines in St. Clair County in FY 2004.

**Benefit:** Regular cleaning of catch basins is required to ensure proper operation of the roadway drainage system, allowing it to convey water from the roadway surface and subgrade.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the board pursuant to the requirements of the State Administrative Board resolution.

**Risk Assessment:** Proper operation of the catch basins and road drainage system will ensure that safe driving conditions are maintained during storms and will extend the life and integrity of the roadway.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48126.

## CONTRACTS

### 4. HIGHWAYS (Real Estate) – Resolution “A” (Release of Reversionary Interest)

Tract 465, Control Section 82091, Parcel 292, Part A, Parcel C-293, Part A, Parcel 293A, Part A, Parcel 294 Part A

The subject tract is located in the city of Dearborn, Wayne County, Michigan, and contains approximately 1.77 acres. The tract was sold to the city of Dearborn in 2003 for \$215,000 with a ten-year reversionary covenant in favor of MDOT if the tract is not used for a public purpose. The City of Dearborn has requested that MDOT release the ten-year reversionary covenant in order to develop the property. Compensation for release of reversionary covenants is based on the difference between the original sale price and the current market value of the property (less the value of improvements made by the purchaser) prorated over the ten-year reversionary term. Current values are established by a real estate appraisal. An appraisal was completed by Michael Rende, an independent fee appraiser, on December 1, 2005, at the amount of \$224,000 and reviewed by Glenn McKennon, Metro Region Property Analyst, on January 5, 2006, at the amount of \$224,000. In accordance with MDOT procedures, compensation for the release of the ten-year reversionary covenant is \$6,300. Release of the ten-year reversionary covenant was approved by the MDOT Director on February 3, 2006. The property was not offered to the local municipalities because MDOT does not own the underlying fee.

\$6,300

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48120.

5. HIGHWAYS (Real Estate) – Resolution “B” (Railroad Sale to Local Municipality)  
Sale RR-020-F, Item 1, Control Section 4711H2, Parcel 270C

The subject property is located in the township of Hamburg, Livingston County, Michigan, and contains approximately 20,920 square feet. The property was appraised by Walter R. Frisbie, an independent fee appraiser, on July 23, 2005, at the amount of \$29,000, and reviewed by Ronald Adams, Property Analyst, Excess Property Unit, on December 14, 2005, at the amount of \$29,000. The appraised property was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on December 21, 2005, for the amount of \$29,000. The subject property was offered to the Michigan Department of Natural Resources (MDNR) per procedural requirements. MDNR has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$5,800, which represents a 20 percent bid deposit. The property was determined to be excess by the Bureau of Multi-Modal Transportation Services.

\$29,000

**Purpose/Business Case:** The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for others state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48139.

6. \*HIGHWAYS - Design Consultant Services

Amendatory Contract (93-0341/A24) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services needed to complete the analysis and data collection for the final environmental impact statement (FEIS) and the record of decision (ROD) and will increase the contract amount by \$293,214.48. The additional services will include the reworking and documentation of an alternative solution derived from the draft environmental impact statement (DEIS). The original contract provides for the design and environmental clearance of US-31 from Holland to Grand Haven in Ottawa and Allegan Counties (CS 70013 - JN 339550). The contract term remains unchanged, April 1, 1993, through June 30, 2007. The revised contract amount will be \$5,773,561.38. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services needed for the completion of the analysis and data collection for the FEIS and the ROD. The additional services will include the reworking and documentation of an alternative solution derived from the DEIS.

**Benefit:** Will provide for the performance of additional services required for the consultant to complete the analysis and data collection for the FEIS and ROD and allow the EIS to be completed so that a ROD may be obtained from FHWA. This is needed to allow utilization of federal earmarked funds for subsequent project phases.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, MDOT will not be able to complete the DEIS or the FEIS or obtain the ROD and may also lose federal participation on this project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 49460.

7. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National/Grand Trunk Western, dated July 5, 1994, will provide for improvements under job number 73164 to a crossing of Canadian National/Grand Trunk Western at M-85 in the city of Trenton, Wayne County. The improvements include crossing surface reconstruction and re-cabling for the existing warning devices.

Estimated Funds:

Federal Highway Administration Funds	<u>\$ 223,000</u>
Total Funds	<u>\$ 223,000</u>

STR 82211 - 73164

Railroad Force Account Work

**Purpose/Business Case:** To rebuild existing crossing surfaces and re-cable for warning devices.

**Benefit:** Increased safety by providing a smoother crossing surface.

**Funding Source:** Federal Highway Administration Funds.

**Commitment Level:** 100% federal; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle loss of control due to a smoother crossing surface.

**Cost Reduction:** Improvements are on railroad property, and CN/Grand Trunk Western is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Existing railroad crossing.

**Zip Code:** 48183.

8. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National/Grand Trunk Western, dated July 5, 1994, will provide for improvements under job number 86877 to a crossing of Canadian National/Grand Trunk Western at M-97 in the city of Mount Clemens, Macomb County. The improvements include crossing surface reconstruction and re-cabling for the existing warning devices.

Estimated Funds:

Federal Highway Administration Funds	<u>\$ 192,000</u>
Total Funds	<u>\$ 192,000</u>

STR 50031 - 86877

Railroad Force Account Work

**Purpose/Business Case:** To rebuild existing crossing surfaces and re-cable for warning devices.

**Benefit:** Increased safety by providing a smoother crossing surface.

**Funding Source:** Federal Highway Administration Funds.

**Commitment Level:** 100% federal; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle loss of control due to a smoother crossing surface.

**Cost Reduction:** Improvements are on railroad property, and CN/Grand Trunk Western is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Existing railroad crossing.

**Zip Code:** 48043.

9. **\*HIGHWAYS - IDS Time Extension**

**Retroactive** Amendatory Contract (2000-0171/A1) between MDOT and North Country Engineering, Inc., will extend the term of the indefinite delivery of services (IDS) contract by approximately five months (3 years, 12 days retroactive) to allow authorization (Z2) to be retroactively extended by approximately five months to allow costs incurred after the original authorization expiration date of March 9, 2003, to be reimbursed, in accordance with a December 22, 2005, decision of the Disputed Audits Review Team (DART) (DART Report 203). (See following item.) The original contract, which expired on March 9, 2003, provided for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 9, 2000, through August 15, 2003. The maximum contract amount remains unchanged at \$2,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the IDS contract by approximately five months to allow authorization (Z2) to be retroactively extended by approximately five months to allow costs incurred after the original authorization expiration date of March 9, 2003, to be reimbursed, in accordance with a December 22, 2005, decision of DART (DART Report 203). There will be no increase in costs.

**Benefit:** MDOT will be in compliance with standard contracting procedures and regulations.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, MDOT will not be in compliance with standard contracting procedures and regulations.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; N/A for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

10. HIGHWAYS - IDS Engineering Services

**Retroactive Authorization Revision (Z2/R1)** under Contract (2000-0171) between MDOT and North Country Engineering, Inc., will retroactively extend the authorization expiration date by approximately five months (3 years, 12 days retroactive) to allow costs incurred after the original authorization expiration date of March 9, 2003, to be reimbursed, in accordance with a December 22, 2005, decision of the Disputed Audits Review Team (DART) (DART Report 203). This extension is needed because the consultant performed work outside of the contract period, per direction of the MDOT project manager. Both parties overlooked the actual expiration date. MDOT is now sending monthly contract expiration reports to all project managers to help prevent this situation from reoccurring. The original authorization, which expired on March 9, 2003, provided for design services to be performed on US-41 from north of Campus Drive to south of White Street, Houghton County (CS 31052 - JN 51413C). The revised authorization term will be October 3, 2001, through August 15, 2003. The contract term will be March 9, 2000, through August 15, 2003. The authorization amount remains unchanged at \$112,988.88. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Will retroactively extend the authorization expiration date by approximately five months to allow costs incurred after the original authorization expiration date of March 9, 2003, to be reimbursed, in accordance with a December 22, 2005, decision of the DART (DART Report 203). There will be no increase in costs.

**Benefit:** MDOT will be in compliance with standard contracting procedures and regulations.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, MDOT will not be in compliance with standard contracting procedures and regulations.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49855.

11. HIGHWAYS - Time Extension

Amendatory Contract (2002-0171/A6) between MDOT and The Corradino Group of Michigan, Inc., will extend the contract term by two months to provide sufficient time for the consultant to complete the field review. The additional time is needed for the collection of accurate data for the final documentation, project close out, and photos of the corridor without snow on the ground. The original contract provides for the design of the I-75 freeway corridor in Oakland County (CS 63174 - JN 55776). The revised contract term will be March 7, 2002, through June 1, 2006. The contract amount remains unchanged at \$2,572,534. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the contract term by two months to provide sufficient time for the consultant to complete the field review. The additional time is needed to collect accurate data for the final documentation, project close out and photos of the corridor without snow on the ground. The original contract provides for the design of the I-75 freeway corridor in Oakland County (CS 63174 - JN 55776).

**Benefit:** MDOT will be assured that it has the most accurate field review information at the close of this project.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not approving the additional time could result in the loss of information needed for MDOT to proceed with future phases of this project.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**Selection:** N/A for amendment; qualifications-based for the original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48328.

12. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0172/A2) between MDOT and Robert W. Hunt Company will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete the fabrication inspection services. The original contract provides for services including, but not limited to, steel and concrete bridge fabrication inspection and miscellaneous testing, non-destructive testing, miscellaneous structure and sign structure fabrication inspection, corresponding field inspection, and technical consultation relating to the work. The revised contract term will be January 1, 2002, through December 31, 2007. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide sufficient time for the consultant to complete the fabrication services.

**Benefit:** This extension will allow the consultant to provide continuous inspection services for large projects anticipated for 2006 construction.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, quality assurance services will not be performed by the consultant and federal funding may be jeopardized.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0173/A1) between MDOT and Testing Engineers & Consultants, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete the fabrication inspection services. The original contract provides for services including, but not limited to, steel and concrete bridge fabrication inspection and miscellaneous testing, non-destructive testing, miscellaneous structure and sign structure fabrication inspection, corresponding field inspection, and technical consultation relating to the work. The revised contract term will be January 1, 2002, through December 31, 2007. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.



**Purpose/Business Case:** To provide sufficient time for the consultant to complete the fabrication services.  
**Benefit:** This extension will allow the consultant to provide continuous inspection services for large projects anticipated for 2006 construction.  
**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** If this amendment is not approved, quality assurance services will not be performed by the consultant and federal funding may be jeopardized.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

14. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0174/A2) between MDOT and Non-Destructive Testing Group will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete the fabrication inspection services. The original contract provides for services including, but not limited to, steel and concrete bridge fabrication inspection and miscellaneous testing, non-destructive testing, miscellaneous structure and sign structure fabrication inspection, corresponding field inspection, and technical consultation relating to the work. The revised contract term will be January 1, 2002, through December 31, 2007. The maximum contract amount remains unchanged at \$6,500,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide sufficient time for the consultant to complete the fabrication services.  
**Benefit:** This extension will allow the consultant to provide continuous inspection services for large projects anticipated for 2006 construction.  
**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** If this amendment is not approved, quality assurance services will not be performed by the consultant and federal funding may be jeopardized.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

15. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R5) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will provide for additional design services, including a supplemental geotechnical evaluation for the installation of a proposed storm sewer on an easement outside the existing M-99 right-of-way (ROW) between Hallett Street and Steamburg Road, Hillsdale County (CS 30041 - JN 75210C), and will increase the authorization amount by \$9,736.41. The work items include plan revisions to move the storm sewer to a new location to avoid rock encountered at the initial proposed site. The original authorization provides for all work related to the design of a reconstruction project for the addition of a center left-turn lane, along with drainage improvements of M-50 at the M-124 intersection. The authorization term remains unchanged, September 2, 2003, through April 29, 2007. The revised authorization amount will be \$315,072.77. The contract term is January 29, 2002, through April 29, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services, including a supplemental geotechnical evaluation for the installation of a proposed storm sewer on an easement outside the existing M-99 ROW between Hallett Street and Steamburg Road, Hillsdale County, and to increase the authorization amount by \$9,736.41. The work items include plan revisions to move the storm sewer to a new location to avoid rock encountered at initial proposed site.

**Benefit:** Authorizing this service will contribute to the preservation of the M-99 corridor in accordance with MDOT's strategy for improving safety on the existing system. By managing this portion of the network, the region will strive to meet the statewide condition goal.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this service could result in continued deterioration of existing pavement, resulting in a poor ride for motorists. Also, not undertaking this project could jeopardize the strategy to improve the existing system and meet the statewide condition goals.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49242.

16. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0496/A2) between MDOT and Wade-Trim/Associates, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorizations, including authorization (Z17), for which extra time is needed for the consultant to provide additional design work necessary to match pavement changes and coordinate the maintenance of traffic plans on the project. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be June 5, 2002, through June 5, 2007. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the IDS contract term by one year to provide sufficient time for the consultant to complete projects under authorizations. No new authorizations will be issued under this contract.

**Benefit:** Will allow sufficient time for the consultant to complete ongoing work under authorizations, including authorization (Z17), for which extra time is needed for the consultant to provide additional design work necessary to match pavement changes and coordinate the maintenance of traffic plans on the project.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under authorization (Z17).

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; N/A for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z17/R2) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of additional design services, will increase the authorization amount by \$67,745.99, and will extend the contract term by one year to provide sufficient time for the consultant to complete the additional services. The additional services will include matching pavement changes and coordinating the maintenance of traffic plans on the project. The original authorization provides for design services to be performed on US-24 (Telegraph Road) from M-153 (Ford Road) to Joy Road in Wayne County (CS 82053 – JN 59068C). The revised authorization term will be September 12, 2003, through June 5, 2007. The revised authorization amount will be \$431,486.67. The contract term will be June 5, 2002, through June 5, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services, to increase the authorization amount by \$67,745.99, and to extend the contract term by one year. The additional services will include matching pavement changes and coordinating the maintenance of traffic plans on the project.

**Benefit:** This extension will allow the consultant to complete the design work, including the additional services.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The consultant will not be able to complete the additional services and the design will not be useable.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48126.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0191/A2) between MDOT and Alfred Benesch & Company will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing engineering services, including work under authorizations (Z7) and (Z11). The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 10, 2003, through April 10, 2007. The maximum contract amount remains unchanged at \$5,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

The following two items are for revisions to authorizations issued under this IDS contract.

**Purpose/Business Case:** To extend the IDS contract term by one year to provide sufficient time for the consultant to complete ongoing engineering services, including work under authorizations (Z7) and (Z11). No new authorizations will be issued under this IDS contract.

**Benefit:** This time extension will allow authorizations written under this IDS contract to be extended as needed, pending State Administrative Board approval.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this amendatory contract is that the authorizations cannot be extended.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; N/A for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R4) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will extend the authorization term by one year to provide sufficient time for the consultant to complete as-needed design services during the construction phase of US-24 in the city of Taylor, Wayne County, and will increase the authorization amount by \$56,842.85. The original authorization provides for as-needed design services to be performed during the construction phase of Ecorse Road over US-24 and Norfolk Southern Railroad over US-24 in Wayne County (S02 of 82041 and X02 of 82052 - JN 59282A). The revised authorization term is February 5, 2004, through April 10, 2007. The revised authorization amount will be \$109,159.71. The contract term will be April 10, 2003, through April 10, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services during construction to be performed on US-24 in the city of Taylor, Wayne County.

**Benefit:** Will provide assistance to MDOT construction staff on the design plan during the construction of the project.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without this authorization, the consultant may not be available to provide as-needed design services during construction. The availability of the consultant could reduce extras and overruns on the project and provide for answers or questions on plan preparation.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48128.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z11/R4) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will extend the authorization term by one year to provide sufficient time for the consultant to complete the as-needed design services during the construction phase for two bridges in Wayne County. The original authorization provides for construction assistance services to be performed for two bridges on I-94 over US-24 in Wayne County (CS 82022 - JN 51516A). The revised authorization term will be March 4, 2004, through April 10, 2007. The authorization amount remains unchanged at \$640,664.72. The contract term will be April 10, 2004, through April 10, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services during the construction phase of two bridges on I-94 over US-24 in Wayne County.

**Benefit:** Reduction in costs associated with the interpretation and down time pending the determination of what action will be taken to resolve issues related to the design.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to extend the authorization could delay the construction of the bridges and might cause expensive contractor claims.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48180.

21. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z30/R1) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for the transfer of additional full construction engineering services and additional funding of \$83,725.75 to this authorization and will extend the authorization term by approximately one year. Authorizations (Z30) and (Z32) under Contract (2003-0291) will be built as one construction project to facilitate better management of the project, and full construction engineering services and the corresponding \$83,725.75 are to be transferred from authorization (Z32) to authorization (Z30). The original authorization provides for the performance of full engineering services for M-15 over I-75 in Independence Township, Oakland County (CS 63071, 63172 – JN 51497A). The revised authorization term will be May 6, 2005, through May 9, 2007. The revised authorization amount will be \$339,940. The contract term is May 9, 2003, through May 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for a transfer of services and funds and for the additional time necessary to complete the project in accordance with changes made by MDOT. Authorizations (Z30) and (Z32) under Contract (2003-0291) will be built as one construction project to facilitate better management of the project at no additional cost to MDOT.

**Benefit:** Adequate project administration and inspection and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and subsequent loss of federal funding for construction due to lack of required oversight.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48346.

## 22. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z32/R1) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for the transfer of full construction engineering services from this authorization, will decrease the authorization amount by \$83,725.75, and will extend the authorization term by approximately one year. Authorizations (Z30) and (Z32) under Contract (2003-0291) will be built as one construction project to facilitate better management of the project, and full construction engineering services and the corresponding \$83,725.75 are to be transferred from authorization (Z32) to authorization (Z30). The original authorization provides for the performance of full engineering services for a non-motorized hot mix asphalt bicycle path along M-15 over I-75 in Independence Township, Oakland County (CS 63071, 63172 – JN 79789A). The revised authorization term will be May 6, 2005, through May 9, 2007. The revised authorization amount will be \$38,880. The contract term is May 9, 2003, through May 9, 2007. Source of Funds: 80% Federal Highway Administration Funds, 1.14% State Restricted Trunkline Funds, and 18.86% Independence Township Funds.

**Purpose/Business Case:** To provide for a transfer of services and funds and for the additional time necessary to complete the project in accordance with changes made by MDOT. Authorizations (Z30) and (Z32) under Contract (2003-0291) will be built as one construction project to facilitate better management of the project at no additional cost to MDOT.

**Benefit:** The benefits include adequate project administration and inspection and testing, as required by federal law, resulting in a high quality product. The services will ensure that all parts of construction are up to current MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds, 1.14% State Restricted Trunkline Funds, and 18.86% Independence Township Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, resulting in possible substandard work and subsequent loss of federal funding for construction due to lack of required oversight.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48346.

23. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z13/R2) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for the performance of additional design services for 27 miles of freeway signing upgrading plans on I-75 in Monroe County (CS 58151 and 58152 - JN 80654C) and will increase the authorization amount by \$29,994.49. The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The original authorization provides for the performance of design services for the upgrading and rehabilitation of 26.8 miles of freeway signing on I-75 in Monroe County. The authorization term remains unchanged, October 6, 2004, through September 3, 2006. The revised authorization amount will be \$302,000.21. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the performance of additional design services for freeway signing upgrading plans on I-75 in Monroe County.

**Benefit:** Improved safety for the traveling public and asset preservation for MDOT.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform the work has been estimated.

**Risk Assessment:** If the work is not done, driver safety will not be improved in accordance with new safety initiatives.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48162.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for as-needed inspection and testing services to be performed at the new carpool parking lot at M-6 and 8<sup>th</sup> Avenue, along I-196 westbound from 64<sup>th</sup> Avenue to the Allegan/Ottawa County line, along M-11 from Grand River to south of M-45, and along M-21 from Bennett Street to the Kent/Ionia County line in Ottawa and Kent Counties (CS various – JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$142,361.66. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed on various road projects in Ottawa and Kent Counties (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for inspection and testing services to be performed on an as-needed basis that are required by federal law on the existing freeway which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not authorized, federal funding will be lost and the project will lack adequate inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49508.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2004-0093) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed on various road and bridge projects on I-96 between M-11 (28th Street) and Thornapple River Drive and on I-96 over the Grand Trunk Western Railroad tracks between M-37 (East Beltline Avenue) and M-21 (Fulton Street), Kent County (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$560,110.68. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed on various road and bridge projects on I-96 between M-11 (28th Street) and Thornapple River Drive and on I-96 over the Grand Trunk Western Railroad tracks between M-37 (East Beltline Avenue) and M-21 (Fulton Street), Kent County (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for inspection and testing services to be performed on an as-needed basis that are required by federal law on the existing freeway which will result in a high quality product. The inspection and testing will ensure that all parts of construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not authorized, federal funding will be lost and the project will lack adequate inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49508.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2004-0093) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed along M-45 (old) from Linden Avenue to M-45, along M-37 from Sparta Avenue to M-46, and along M-37 from Alpine Church to Sparta Avenue in Ottawa and Kent Counties (CS various – JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$105,606.77. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized



**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed on various road projects in Ottawa and Kent Counties (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for inspection and testing services to be performed on an as-needed basis that are required by federal law on the existing freeway which will result in a high quality product. The inspection and testing will ensure that all parts of construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not authorized, federal funding will be lost and the project will lack adequate inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49508.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2004-0109) between MDOT and Spicer Group, Inc., will provide for as-needed inspection and testing services to be performed throughout the Bay Region (CS various - JN various). The services will include aggregate inspection and testing, bituminous inspection, density inspection and testing, and Portland cement concrete inspection and testing. The authorization will be in effect from the date of award through February 19, 2007. The authorization amount will be \$491,772.64. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed throughout the Bay Region (CS various - JN various). The services will include aggregate inspection and testing, bituminous inspection, density inspection and testing, and Portland cement concrete inspection and testing.

**Benefit:** Will provide for construction inspection services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2004-0109) between MDOT and Spicer Group, Inc., will provide for as-needed construction staking services to be performed in Saginaw, Bay, and Arenac Counties (CS various - JN various). The services will include construction staking, right-of-way surveys, road design surveys, and structure surveys. The authorization will be in effect from the date of award through February 19, 2007. The authorization amount will be \$126,807.70. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for as-needed construction staking services to be performed in Saginaw, Bay, and Arenac Counties (CS various - JN various).

**Benefit:** Will provide for construction staking services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2004-0154) between MDOT and L. S. Engineering, Inc., will provide for full construction engineering services to be performed on M-44 over the Grand River in Plainfield Township, Kent County (CS 41013 - JN 51904A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 16, 2007. The authorization amount will be \$149,600.60. The contract term is March 16, 2004, through March 16, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed on M-44 over the Grand River in Plainfield Township, Kent County. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49525.

30. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0214/A1) between MDOT and Wilcox Professional Services, LLC, will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z21), for which extra time is needed because the letting was postponed by one year. (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 20, 2004, through April 20, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by one year to allow ongoing authorizations under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

**Benefit:** Will allow authorizations written under this IDS contract to be extended, pending State Administrative Board approval.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the time extension is not approved, the services under authorization (Z21) will end prematurely, leaving the project without adequate support.

**Cost Reduction:** There is no cost associated with this request.

**Selection:** N/A for amendment and for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z21/R2) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will extend the authorization term by one year to provide sufficient time for the consultant to complete the traffic and safety services. The additional time is needed because the letting was postponed by one year. The original authorization provides for the upgrading and rehabilitation of freeway signing on I-75 in Genesee County (CS 25032 - JN 80450C). The revised authorization term will be November 10, 2004, through April 20, 2008. The authorization amount remains unchanged at \$265,596.15. The contract term will be April 20, 2004, through April 20, 2008. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the traffic and safety services. The additional time is needed because the letting was postponed by one year due to lack of funding.

**Benefit:** Authorizing this extension will allow the traffic and safety services to be completed under this authorization.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the revision is not approved, the services will end prematurely, leaving the project without adequate support.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48415.

\* Denotes a non-standard contract/amendment

32. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2004-0308) between MDOT and The Corradino Group of Michigan, Inc., will provide for the performance of an access management study for M-24/Lapeer Road from I-75 in Auburn Hills, Oakland County, to the Oakland County/Lapeer Road county line (CS 84917 - JN 77363). The work items include obtaining data inventory, assembling a conceptual plan, conducting workshops for plan refinement, and delivering a corridor plan and a zoning ordinance adoption. The authorization will be in effect from the date of award through June 17, 2007. The authorization amount will be \$120,945. The contract term is June 18, 2004, through June 17, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for the performance of an access management study for M-24/Lapeer Road from I-75 in Auburn Hills, Oakland County, to the Oakland County/Lapeer Road County Line (CS 84917 - JN 77363). The work items include obtaining data inventory, assembling a conceptual plan, conducting workshops for plan refinement, and delivering a corridor plan and a zoning ordinance adoption.

**Benefit:** Will provide for an access management study to seek to reduce traffic congestion, preserve the flow of traffic, improve safety, and prevent crashes by managing the location, design, and type of access to property.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing/awarding this project could result in safety and access problems due to the congestion at this site.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48371.

33. HIGHWAYS – Increase Services and Amount, Extend Term

Amendatory Contract (2004-0316/A3) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of additional design services, will increase the contract amount by \$44,447.37, and will extend the contract term by approximately seven months. The additional services will include traffic signal design modifications and additional utility coordination, which are needed as a result of recent changes in signal design specifications made by MDOT. The original contract provides for the performance of design engineering services for the reconstruction of M-85 (Fort Street) from Sibley Road to Goddard Road in Wayne County (CS 82211 – JN 72409C). The revised contract term will be June 28, 2004, through January 31, 2007. The revised contract amount will be \$2,495,033.17. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services, including traffic signal design modifications and additional utility coordination, which are needed as a result of recent changes in signal design specifications made by MDOT. MDOT issued changes to signal design specifications in December 2005 and requires the use of the new specifications on all current design projects. The change affecting this project is the required use of box span design for signals rather than of diagonal span wire signal configurations. The changes will be made at nineteen signalized intersections and will also affect the configurations of some of the intersections, sidewalk ramps, utilities, and drainage structures.

**Benefit:** Addressing these issues during the design phase is more cost effective than addressing them during the construction phase.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not addressing these issues now will increase the costs of the project during construction, causing the overall cost of the project to increase more than necessary.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48195.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will provide for full construction engineering services to be performed on US-223 over M-34 and the Adrian and Blissfield Railroad Company tracks, Lenawee County (CS 46062 - JN 60123A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through August 19, 2007. The authorization amount will be \$448,711.45. The contract term is August 19, 2004, through August 19, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed on US-223 over M-34 and the Adrian and Blissfield Railroad Company tracks, Lenawee County.

**Benefit:** Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this service could result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49221.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of as-needed construction inspection and testing and as-needed geotechnical engineering services throughout the Bay Region (CS various – JN various). The inspection services will include geotechnical engineering, aggregate inspection and testing, bituminous pavement inspection, density inspection and testing, Portland cement concrete inspection and testing, technical assistance, engineering assistance, bridge painting inspection, and construction staking. The authorization will be in effect from the date of award through November 16, 2007. The authorization amount will be \$982,249.11. The contract term is November 16, 2004, through November 16, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for the performance of as-needed construction inspection and testing and geotechnical engineering services throughout the Bay Region.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing these services could result in projects not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48423.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2005-0050) between MDOT and Surveying Solutions, Inc., will provide for as-needed construction staking services to be performed in Saginaw, Bay, and Arenac Counties (CS various - JN various). The services will include construction staking, right-of-way surveys, road design surveys, and structure surveys. The authorization will be in effect from the date of award through February 1, 2008. The authorization amount will be \$602,359.19. The contract term is February 1, 2005, through February 1, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed construction staking services to be performed in Saginaw, Bay, and Arenac Counties (CS various - JN various).

**Benefit:** Will provide for construction staking services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

37. HIGHWAYS - Time Extension

Amendatory Contract (2005-0110/A1) between MDOT and Great Lakes Engineering Group, LLC, will extend the contract term by approximately one year to provide sufficient time for the consultant to complete the construction engineering and inspection services. The additional time is needed because of a delay in the construction contractor's provision of service. The original contract provides for full construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and in the city of Monroe, Monroe County (CS various - JN various). The revised contract term will be April 8, 2005, through April 1, 2007. The contract amount remains unchanged at \$1,335,920.99. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the contract term by approximately one year to provide sufficient time for the consultant to complete the construction engineering and inspection services.

**Benefit:** This time extension will provide for the additional time required to complete adequate project oversight and inspection and testing, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve this time extension could result in the loss of needed improvements within the communities and also the loss of federal participation on this project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 49221.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z38) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for full construction engineering services to be performed on M-57 from Summit Avenue to east of Northland Drive in Algoma Township, Kent County (CS 41122 - JN 77951A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$110,726.01. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed on M-57 from Summit Avenue to east of Northland Drive in Algoma Township, Kent County. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will result in assuring all parts of construction are up to current MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49431.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2005-0223) between MDOT and Moore & Bruggink, Inc., will provide for full construction engineering services to be performed on the I-196 business loop from east of I-196 to west of 96th Avenue in the city of Zeeland, Holland Zeeland Township, Ottawa County (CS 70023 - JN 60422A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through May 3, 2008. The authorization amount will be \$235,704.08. The contract term is May 3, 2005, through May 3, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed on the I-196 business loop from east of I-196 to west of 96th Avenue in the city of Zeeland, Holland Zeeland Township, Ottawa County. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49431.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of design services for the widening necessary for the addition of passing relief lanes in both directions, drainage improvements, intersection and driveway approach improvements, and guardrail upgrades on US-223 from west of Rodesiler Road easterly to the Lenawee/Monroe County line, Lenawee County (CS 46062 – JN 49949C). The work items include the performance of a drainage study; the preparation of required plans, typical cross-sections, existing maintaining traffic plans, pavement marking plans, permanent signing plans, and structural plans; and the resolution of problems that may arise during the design of the project. The authorization will be in effect from the date of award through June 14, 2008. The authorization amount will be \$146,889.03. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.



**Purpose/Business Case:** To provide for the performance of design services for the widening necessary for the addition of passing relief lanes in both directions, drainage improvements, intersection and driveway approach improvements, and guardrail upgrades on US-223 from west of Rodesiler Road easterly to the Lenawee/Monroe County line, Lenawee County.

**Benefit:** Authorizing this service will contribute to the preservation of the US-223 corridor in accordance with MDOT's strategy for improving safety on the existing system. By managing this portion of the network, as well as the specific preservation strategies, the region will strive to meet the statewide condition goal.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing these services could result in continued deterioration of the existing pavement, which could result in a poor ride for motorists, and could jeopardize the strategy to improve the existing system and meet statewide condition goals.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49276.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed on M-125 over Little Sandy Creek, Monroe County (CS 58071 - JN 53258A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through June 14, 2008. The authorization amount will be \$192,266.97. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed on M-125 over Little Sandy Creek, Monroe County.

**Benefit:** Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this service could result in the project not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48162.

42. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed inspection and testing services to be performed on various road projects on I-96 from east of Marne to east of M-37 (Alpine Avenue) in Ottawa and Kent Counties (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through June 14, 2008. The authorization amount will be \$889,999.61. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed on various road projects on I-96 from east of Marne to east of M-37 (Alpine Avenue) in Ottawa and Kent Counties (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for inspection and testing services to be performed on an as-needed basis that are required by federal law on the existing freeway which will result in a high quality product. The inspection and testing will ensure that all parts of construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not authorized, federal funding will be lost and the project will lack adequate inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49508.

43. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for as-needed inspection and testing services to be performed throughout the Bay Region (CS various - JN various). The services will include aggregate inspection and testing, bituminous inspection, density inspection and testing, and Portland cement concrete inspection and testing. The authorization will be in effect from the date of award through August 11, 2008. The authorization amount will be \$387,123.53. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed throughout the Bay Region (CS various - JN various). The services will include aggregate inspection and testing, bituminous inspection, density inspection and testing, and Portland cement concrete inspection and testing.

**Benefit:** Will provide for construction inspection services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

\* Denotes a non-standard contract/amendment

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

44. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for traffic and safety inspection services to be performed on an as-needed basis for the University Region (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through October 4, 2008. The authorization amount will be \$114,752.43. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for traffic and safety inspection services to be performed on an as-needed basis for the University Region.

**Benefit:** Will provide for traffic and safety inspection services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48145.

45. \*HIGHWAYS - Construction Engineering Services

Contract (2005-0555) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the reconstruction of M-153 from Mercury Drive to Wyoming, including Greenfield Road over M-153, in the city of Dearborn, Wayne County (CS 82081 - JN 47066A, 51498A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. The contract will be in effect from the date of award through August 15, 2008. The contract amount will be \$1,768,786.04. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Dearborn (Act 51) Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the reconstruction of M-153 from Mercury Drive to Wyoming, including Greenfield Road over M-153, in the city of Dearborn, Wayne County. This project is consistent with the Governor's goals to establish the preservation of existing MDOT transportation assets as a first priority. This roadway is over 50 years old and at the end of its service life. This project includes reconstructing the existing roadway with no widening, upgrading the majority of the storm sewers, separating the sanitary and storm sewers west of Greenfield Road, and replacing sections of water main. The project also includes the replacement of the bridge deck and beams for Greenfield Road over M-153, which is also at the end of its service life.

**Benefit:** Adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT and federal standards.

**Funding Source:** 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Dearborn (Act 51) Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not authorized, the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48126.

46. HIGHWAYS - Cost Participation for Preliminary Engineering

Contract (2005-5366) between MDOT and the City of Grand Rapids will provide for funding participation in the performance of preliminary engineering for the widening and replacement of structure S01 of 41014, which carries Michigan Street over the Highway US-131 business route (Division Avenue), including necessary approach work on Michigan Street and improvements to the Highway US-131 business route.

Estimated Funds:

State Restricted Trunkline Funds	\$ 0
City of Grand Rapids Funds	<u>\$300,000</u>
Total Funds	<u>\$300,000</u>

M 41014 – 85037; Kent County  
Preliminary Engineering

**Purpose/Business Case:** To provide for design activities necessary to widen and replace a structure that carries a local road over a state trunkline.

**Benefit:** Will allow MDOT to recover 100% city funds.

**Funding Source:** City of Grand Rapids Funds up to \$300,000; State Trunkline and Bridge Construction Funds and City of Grand Rapids Funds for any amount above \$300,000.

**Commitment Level:** 100% City of Grand Rapids up to \$300,000; 87.5% state funds and 12.5% City of Grand Rapids for any amount above \$300,000.

**Risk Assessment:** Loss of 100% city funds.

**Selection:** N/A.

**Cost Reduction:** Costs are based on actual costs plus fixed fee basis; hours negotiated as needed.

**New Project Identification:** Preliminary engineering required for widening of existing structure and roadway.

**Zip Code:** 49503.

47. \*HIGHWAYS - Revise Scope, Increase Amount

Amendatory Contract (2006-0054/A1) between MDOT and Wilcox Professional Services, LLC, will provide for a revision of services, including the additional design of the road rehabilitation to incorporate watermain work, and will increase the contract amount by \$36,667.59. Additional services are required to complete the design due to Detroit Water and Sewerage Department plans to incorporate an 8-inch watermain at the M-102 service drive. The original contract provides for the design of the milling, resurfacing, and bridge reconstruction of three associated bridges (S01, S01-5, and S01-6) at the intersection of M-102 (8 Mile Road) and M-1 (Woodward Avenue) in the cities of Ferndale and Detroit, Oakland and Wayne Counties (CS 63051 - JNs 80533C and 80533D). The contract term remains unchanged, November 16, 2005, through August 1, 2007. The revised contract amount will be \$1,434,223.41. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This amendment will provide for the revision of services, including the additional design of the road rehabilitation to incorporate watermain work, and will increase the contract amount by \$36,667.59. Additional services are required to complete the design due to Detroit Water and Sewerage Department plans to incorporate an 8-inch watermain at the M-102 service drive. The original contract provides for the design of the milling, resurfacing, and bridge reconstruction of three associated bridges (S01, S01-5, and S01-6) at the intersection of M-102 (8 Mile Road) and M-1 (Woodward Avenue) in the cities of Ferndale and Detroit, Oakland and Wayne Counties (CS 63051 - JNs 80533C and 80533D).

**Benefit:** This amendment will provide for the construction of the 8-inch watermain to be incorporated into the project at the intersection of M-102 (8 Mile Road) and M-1 (Woodward Avenue) so that traffic will only be impacted during one construction season.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not authorizing/awarding this project could result in traffic being impacted over more than one construction season and newly constructed pavement being removed for the installation of watermain at a later date.

**Cost Reduction:** Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**Selection:** Qualifications-based.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48220 and 48221.

48. HIGHWAYS - IDS Engineering Services

Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

49. HIGHWAYS - IDS Engineering Services  
Contract (2006-0227) between MDOT and Villa Environmental Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
50. HIGHWAYS - IDS Engineering Services  
Contract (2006-0229) between MDOT and Burgess & Niple, Ltd., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
51. HIGHWAYS - IDS Engineering Services  
Contract (2006-0230) between MDOT and Gould Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
52. \*HIGHWAYS - Geotechnical Review Services  
Contract (2006-0231) between MDOT and STS Consultants, Ltd., will provide for various geotechnical review services to be performed on an as-needed basis, including expert witness services, in the defense of a breach of contract claim filed against MDOT. The contract will be in effect from the date of award through March 31, 2009. The maximum contract amount will be \$77,463.17. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for professional geotechnical review services to be performed on an as-needed basis in defense of a breach of contract claim filed against MDOT. Services may include various geotechnical reviews, claims reviews, pre-trial preparation, compiling information, and expert witness testimony in depositions and/or court.

**Benefit:** Will allow the Attorney General to coordinate a proper defense for MDOT.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without the consultant contract, the Attorney General will not be able to coordinate a proper defense for MDOT.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Attorney General discretion.

**New Project Identification:** This is a new court case.

**Zip Code:** 48909.

53. HIGHWAYS - IDS Engineering Services

Contract (2006-0232) between MDOT and Holland Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

54. HIGHWAYS - IDS Engineering Services

Contract (2006-0233) between MDOT and Superior Environmental Corporation will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

55. HIGHWAYS - IDS Engineering Services

Contract (2006-0235) between MDOT and L.S. Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

56. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0235) between MDOT and L. S. Engineering, Inc., will provide for as-needed inspection and testing services to be performed at various locations in Kent County (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The contract will be in effect from the date of award through three years. The authorization amount will be \$583,184.62. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed at various locations in Kent County. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49504.

57. HIGHWAYS - IDS Engineering Services

Contract (2006-0237) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

58. HIGHWAYS - IDS Engineering Services

Contract (2006-0249) between MDOT and Pavement Management Services, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

59. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2006-0236) between MDOT and the Genesee County Road Commission will provide for the construction of a chemical storage facility in Montrose Township, Genesee County. The contract will be in effect from the date of award through two years. The contract amount will be \$400,000. Source of Funds: 33% State Restricted Trunkline Funds and 67% Genesee County Road Commission Funds.

**Purpose/Business Case:** To provide for the construction of a chemical storage facility in Montrose Township, Genesee County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 1,900 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

**Funding Source:** 33% State Restricted Trunkline Funds and 67% Genesee County Road Commission Funds.



**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Genesee County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**New Project Identification:** Construction of a new chemical storage facility.

**Zip Code:** 48503.

60. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2006-0226) between MDOT and LTM, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

61. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2006-0228) between MDOT and Unified Title & Settlement, LLC, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

62. \*INTERNATIONAL BRIDGE ADMINISTRATION - Increase Services and Amount, Extend Term

**Retroactive** Amendatory Contract (2003-0574/A2) between the International Bridge Administration and Lea Consulting, Ltd., will provide for additional design services for the International Bridge Security Enhancement Project, will increase the contract amount by \$31,257, and will extend the contract term by seven months (79 days retroactive). This amendment will provide for the additional services and time necessary to address unanticipated technical issues that developed from the installation of the security systems related to compatibility with bridge structure characteristics. The original contract, which expired on January 1, 2006, provided for the detailed design and contractor oversight for the International Bridge Security System Enhancement Project in Sault Ste. Marie, Michigan. The revised contract term will be September 3, 2003, through August 1, 2006. The revised contract amount will be \$228,601. Source of Funds: 100% International Bridge Administration Toll Revenue Funds.

**Purpose/Business Case:** To provide for additional design services for the International Bridge Security Enhancement Project, to increase the contract amount by \$31,257, and to extend the contract term by seven months (79 days retroactive). The amendment will provide for the additional services and time necessary to address unanticipated technical issues that developed from the installation of the security systems related to compatibility with bridge structure characteristics. The original contract, which expired on January 1, 2006, provided for the detailed design and contractor oversight for the International Bridge Security System Enhancement Project in Sault Ste. Marie, Michigan.

**Benefit:** Will provide for the completion and the deployment of the project to enhance the security of the bridge infrastructure. The benefits of the added ITS features are security data network redundancy, system reliability, closed circuit television traffic monitoring, vehicle speed monitoring, and toll operations monitoring.

**Funding Source:** 100% International Bridge Administration Toll Revenue Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not completing the requested service could result in the reduced safety and secure operation of the bridge by reducing security system reliability and effectiveness and reducing traffic management, monitoring and emergency response capability.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is for additional services and the extension of an existing project.

**Zip Code:** 49783.

63. MULTI-MODAL – Railroad Force Account Work

Authorization (09008-86994) under Master Agreement (94-0810), dated July 15, 1994, between MDOT and Lake State Railway Company will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Boutell Road in Bay County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Bay County Road Commission and approved on November 28, 2005. The project cost is estimated at \$123,155.85. Source of Funds: Federal Highway Administration Funds - \$98,524.68; FY 2006 State Restricted Trunkline Funds - \$24,631.17.

**Purpose/Business Case:** To provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Boutell Road in Bay County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Bay County Road Commission, Lake State Railway Company, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state-dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$98,524.68; FY 2006 State Restricted Trunkline Funds- \$24,631.17.

**Commitment Level:** The authorization amount is based on Lake State Railway Company's detailed estimate. All costs will be paid on a force account basis.

**Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

**Cost Reduction:** The work will be performed by Lake State Railway Company on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Lake State Railway Company and the Bay County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48631.

64. MULTI-MODAL – Railroad Force Account Work

Authorization (09080-86993) under Master Agreement (94-0810), dated July 15, 1994, between MDOT and Lake State Railway Company will provide funding for the installation of flashing-light signals at the grade crossing of Wilder Road in Bay City, Bay County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Bay County Road Commission and approved on November 28, 2005. The project cost is estimated at \$101,285.44. Source of Funds: Federal Highway Administration Funds - \$81,028.35; FY 2006 State Restricted Trunkline Funds - \$20,257.09.

**Purpose/Business Case:** To provide for the installation of flashing-light signals at the grade crossing of Wilder Road in Bay City, Bay County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Bay County Road Commission, Lake State Railway Company, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state-dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$81,028.35; FY 2006 State Restricted Trunkline Funds - \$20,257.09.

**Commitment Level:** The authorization amount is based on Lake State Railway Company's detailed estimate. All costs will be paid on a force account basis.

**/Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of flashing-light signals will provide additional protection for motorists.

**Cost Reduction:** The work will be performed by Lake State Railway Company on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Lake State Railway Company and the Bay County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48706.

65. MULTI-MODAL – Railroad Force Account Work

Authorization (81002-86989) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of flashing lights and gates with appropriate circuitry at NS's grade crossing of Arkona Road in Washtenaw County, Michigan. This work, ordered as a result of a diagnostic study team review, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Washtenaw County Road Commission and approved on January 13, 2006. The project cost is estimated at \$207,600. Source of Funds: Federal Highway Administration Funds - \$166,080; FY 2006 State Restricted Trunkline Funds - \$41,520.

**Purpose/Business Case:** The project will provide for the installation of flashing lights and gates with appropriate circuitry at the existing grade crossing of NS with Arkona Road in Washtenaw County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of flashing lights and gates with appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$166,080; FY 2006 State Restricted Trunkline Funds - \$41,520.

**Commitment Level:** The authorization amount is based on NS's detailed estimate and will be paid on a force account basis.

**Risk Assessment:** The existing warning devices, consisting of passive crossbucks and stop signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

**Cost Reduction:** The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Washtenaw County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48160.

66. MULTI-MODAL - Section 5311 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2002-0053) between MDOT and the Isabella County Transportation Commission will extend the authorization term by two years to allow the Commission sufficient time to complete the project. The additional time will allow the Commission to purchase a new diagnostic system, which will have the ability to diagnose all components of a vehicle and will improve vehicle maintenance. The new system will not be available until sometime in 2007, so this extension is requested to allow for potential delays in the development and/or delivery of the new product. The original authorization provides state matching funds for the Commission's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through November 24, 2008. The authorization amount remains unchanged at \$199,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$159,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$39,950.

**Purpose/Business Case:** To provide for a two-year time extension to allow time for the purchase of a new diagnostic system.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$159,800; FY 2004 State Restricted Comprehensive Transportation Funds - \$39,950.

**Commitment Level:** Authorization revision amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a time extension to an existing project.

**Zip Code:** 48858.

67. \*MULTI-MODAL – Extend Term, Add Services

Amendatory Contract (2005-0094/A1) between MDOT and the Southwestern Michigan Commission (SMC) will extend the contract term by three months to allow SMC to provide an additional three months of the rideshare program at no additional cost. SMC has efficiently managed the rideshare program, and there will be funds remaining when the contract expires. The extension will allow SMC to use the remaining funds to continue the rideshare program. The original contract provides federal funds for the continuation of a local rideshare program in Berrien, Cass, and Van Buren Counties under the FY 2005 Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be April 1, 2005, through June 30, 2006. The contract amount remains unchanged at \$34,800. Source of Funds: Federal Highway Administration Funds - \$34,800.

**Purpose/Business Case:** To provide for a three-month time extension to allow SMC to use the remaining federal funds received to provide for an additional three months of the rideshare program in Berrien, Cass, and Van Buren Counties.

**Benefit:** Will reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

**Funding Source:** Federal Highway Administration Funds - \$34,800.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risks of not continuing this project are the loss of federal funds, the inability to continue to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

**Cost Reduction:** The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is a time extension for an existing project.

**Zip Code:** 49022.

68. \*MULTI-MODAL – Extend Term, Add Services

Amendatory Contract (2005-0095/A1) between MDOT and the Genesee County Metropolitan Planning Commission (GCMPC) will extend the contract term by six months to allow GCMPC to provide an additional six months of the rideshare program at no additional cost. Because award of the contract was delayed until September 2005, most of the approved funds have not yet been expended. The extension will allow GCMPC to use the remaining funds to continue the rideshare program. The original contract provides federal funds for the continuation of a local rideshare program in Genesee and Lapeer Counties under the FY 2005 Federal Congestion Mitigation and Air Quality Improvement Program. The revised contract term will be April 1, 2005, through September 30, 2006. The contract amount remains unchanged at \$70,000. Source of Funds: Federal Highway Administration Funds - \$70,000.

**Purpose/Business Case:** To provide for a six-month time extension to allow GCMPC to use the remaining federal funds received to provide for an additional six months of the rideshare program in Genesee and Lapeer Counties.

**Benefit:** Will reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

**Funding Source:** Federal Highway Administration Funds - \$70,000.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risks of not continuing this project are the loss of federal funds, the inability to continue to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

**Cost Reduction:** The agency will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

**New Project Identification:** This is a time extension for an existing project.

**Zip Code:** 48502.

69. **\*MULTI-MODAL - Section 5311 Capital Revenue Grant**

Contract (2005-0451) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$3,328,442 in FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program funds, including Economic Development Fund - Category D, Small Cities 5,000-50,000, Congestion Mitigation and Air Quality Improvement, and Surface Transportation Program funds, for vehicle and equipment purchases, facility projects, and intercity bus activities. State matching funds in the amount of \$1,795,967 will be provided, for a total grant amount of \$5,124,409. The effective date of the contract will be the effective date of the FTA grant, and the contract will be in effect for three years. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$3,328,442; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,795,967.

**Purpose/Business Case:** To provide federal funding for vehicle and equipment purchases, facility projects, and intercity bus activities under the FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$3,328,442; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,795,967.

**Commitment Level:** Grant amount is based on cost estimates.

**Risk Assessment:** The risk of not awarding this grant is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

70. **\*MULTI-MODAL – Rural Transit Assistance Program**

**Retroactive** Contract (2006-0238) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide Federal Rural Transit Assistance Program (RTAP) funds for ITP to administer the RTAP program on behalf of MDOT for fiscal year 2006 (171 days retroactive). The program is 100 percent federally funded and provides grants/scholarships for training opportunities and materials for transit operators in nonurbanized areas. With the reduction in state staff this fiscal year, MDOT is no longer able to administer the program in-house. The Federal Transit Administration (FTA) agreed to allow a transit agency to administer the program for MDOT. MDOT solicited interest from the urban transit agencies, and ITP was the only agency willing to provide this service. The contract is retroactive to allow transit agencies to be reimbursed for training costs incurred from the beginning of this fiscal year. The contract will be in effect from October 1, 2005, through September 30, 2006. The contract amount will be \$110,000. Source of Funds: FTA Funds - \$110,000.

**Purpose/Business Case:** To provide funds to ITP for the administration of the RTAP program, which will provide funds for grants/scholarships for training opportunities and materials for transit operators in nonurbanized areas.

**Benefit:** Improved public transportation services.

**Funding Source:** FTA Funds - \$110,000.

**Commitment Level:** Contract amount is based on available federal funds.

**Risk Assessment:** The risk of not approving this contract is the loss of federal funds.

**Cost Reduction:** Contract amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49503.

71. **\*MULTI-MODAL (Aeronautics) - Increase Amount**

Amendatory Contract (2004-0170/A2) between MDOT and Linden Airport Leasing, LLC, will increase the contract amount by \$7,500 due to higher than anticipated material costs. The original contract provides for the reconstruction of runway 9/27 at Price's Airport in Linden, Michigan. The contract term remains unchanged, April 20, 2004, through April 19, 2024. The revised contract amount will be \$1,635,688. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$1,465,369	\$6,750	\$1,472,119
Linden Airport Leasing, LLC, Funds	\$ 162,819	\$ 750	\$ 163,569
Total	<u>\$1,628,188</u>	<u>\$7,500</u>	<u>\$1,635,688</u>

**Purpose/Business Case:** To provide for an increase in funds to cover higher than anticipated construction material costs. The original cost was based on an estimate.

**Benefit:** Will provide the funding needed to complete the project. The improvements will extend the life of the pavements and allow for more efficient aircraft operations.

**Funding Source:** State Restricted Aeronautics Funds - \$1,472,119; Linden Airport Leasing, LLC, Funds - \$163,569; Contract Total - \$1,635,688.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not awarding the amendment is that the project could not be completed. Linden Airport Leasing, LLC, would be responsible for the additional costs. The company cannot afford the cost without state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48451.

72. \*MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2004-0409/A1) between MDOT and the Houghton County Board of Commissioners will increase the contract amount by \$121,034 due to higher than anticipated construction bids for the storm/sewer separation and stream remediation. The original costs for the stream remediation were based on preliminary estimates that were subsequently determined to be underestimated. In addition, consultant engineering costs for the stream remediation will be added to the project, as these costs were inadvertently left out of the original estimate. The original contract provides for the construction of a storm/sewer separation and stream remediation; for wetland delineation and wetland mitigation (phase I); for the conduct of an environmental assessment for the runway safety area on runway 7/25; for the design of the rehabilitation of the medium intensity taxiway lights (MITL) and shoulders on taxiway C; and for the design of the modifications of a perimeter road at the Houghton County Memorial Airport in Hancock, Michigan. The contract term remains unchanged, August 6, 2004, through August 5, 2024. The revised total contract amount will be \$969,034. Source of funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$805,600	\$114,982	\$920,582
State Restricted Aeronautics Funds	\$ 21,200	\$ 3,026	\$ 24,226
Houghton County Funds	<u>\$ 21,200</u>	<u>\$ 3,026</u>	<u>\$ 24,226</u>
Total	<u>\$848,000</u>	<u>\$121,034</u>	<u>\$969,034</u>

**Purpose/Business Case:** To provide for an increase in funds to cover the costs to complete the storm/sewer separation and stream remediation. The original costs for the stream remediation were based on preliminary estimates. The actual costs were based on bids. The consultant engineering amount was increased to include costs for the stream remediation portion of the project because these costs were inadvertently left out of the original estimate.

**Benefit:** Will provide the funding needed to complete the work and close out the project.

**Funding Source:** Federal Aviation Administration (FAA) Funds - \$920,582; State Restricted Administration Funds - \$24,226; Houghton County Funds - \$24,226; Contract Total - \$969,034.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not awarding the amendment is loss of federal funds for this project.

**Cost Reduction:** The consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions. The construction contracts are procured through FAA guidelines and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49913.

73. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2004-0430/A1) between MDOT and the City of Battle Creek will add gas and electric utility work to the project and will increase the contract amount by \$22,454. The original contract provides for the construction of a facility for the storage of an aircraft rescue fire fighting (ARFF) training unit at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract term remains unchanged, September 2, 2004, through September 1, 2024. The revised contract amount will be \$556,454. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$480,600	\$20,209	\$500,809
City of Battle Creek Funds	<u>\$ 53,400</u>	<u>\$ 2,245</u>	<u>\$ 55,645</u>
Total	<u>\$534,000</u>	<u>\$22,454</u>	<u>\$556,454</u>



**Purpose/Business Case:** To provide for gas and electric utility work and to increase the amount by \$22,454, accordingly.

**Benefit:** The utility connections are the last step in the completion of the project. Once this work is completed, the project can be closed.

**Funding Source:** State Restricted Aeronautics Funds - \$500,809; City of Battle Creek Funds - \$55,645; Contract Total - \$556,454.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not awarded, the cost of the utility work will become the responsibility of the local government. The City of Battle Creek cannot afford the additional costs without state participation.

**Cost Reduction:** The project was bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49015.

74. **\*MULTI-MODAL (Aeronautics) - Increase Amount**

Amendatory Contract (2005-0245/A1) between MDOT and the Otsego County Board of Commissioners will increase the contract amount by \$375,000 due to an increase in federal funding for this project. The original contract provides for the design and construction of a terminal building at the Gaylord Regional Airport (formerly the Otsego County Airport) in Gaylord, Michigan. The contract term remains unchanged, June 24, 2005, through June 23, 2025. The revised contract amount will be \$1,275,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$720,000	\$300,000	\$1,020,000
State Restricted Aeronautics Funds	\$157,500	\$ 65,625	\$ 223,125
Otsego County Funds	<u>\$ 22,500</u>	<u>\$ 9,375</u>	<u>\$ 31,875</u>
Total	<u>\$900,000</u>	<u>\$375,000</u>	<u>\$1,275,000</u>

**Purpose/Business Case:** To increase the contract amount by \$375,000 due to an increase in federal funds for this project.

**Benefit:** Will provide the additional funding needed to complete the project.

**Funding Source:** Federal Aviation Administration Funds - \$1,020,000; State Restricted Aeronautics Funds - \$223,125; Otsego County Funds - \$31,875; Contract Total - \$1,275,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not awarding the amendment is the loss of federal funds for this project.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for further cost reductions. The construction will be bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49734.

75. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2005-0456/A1) between MDOT and the City of Grand Haven will add clearing to the project and will increase the contract amount by \$28,000. The original contract provides for approach clearing at the Grand Haven Memorial Airpark in Grand Haven, Michigan. The contract term remains unchanged, August 22, 2005, through August 21, 2025. The revised contract amount will be \$308,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$230,300	\$22,400	\$252,700
State Restricted Aeronautics Funds	\$ 42,700	\$ 4,900	\$ 47,600
City of Grand Haven Funds	<u>\$ 7,000</u>	<u>\$ 700</u>	<u>\$ 7,700</u>
Total	<u>\$280,000</u>	<u>\$28,000</u>	<u>\$308,000</u>

**Purpose/Business Case:** To provide for an increase in funds to cover the cost of additional clearing of obstructions from the approach.

**Benefit:** Will provide the funding needed to complete the work and close the project.

**Funding Source:** Federal Aviation Administration (FAA) Funds - \$252,700; State Restricted Aeronautics Funds - \$47,600; City of Grand Haven Funds - \$7,700; Contract Total - \$308,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not awarding the amendment is that the airport will not be in compliance with FAA regulations regarding obstruction-free approaches.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49417.

76. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2005-0470/A1) between MDOT and the Manistee County Board of Commissioners will add gate access control equipment to the project and will increase the contract amount by \$6,460. The original contract provides for the construction of security/animal control fencing at the Manistee County-Blacker Airport in Manistee, Michigan. The contract term remains unchanged, September 9, 2005, through September 8, 2025. The revised contract amount will be \$597,460. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$531,900	\$5,814	\$537,714
Manistee County Funds	<u>\$ 59,100</u>	<u>\$ 646</u>	<u>\$ 59,746</u>
Total	<u>\$591,000</u>	<u>\$6,460</u>	<u>\$597,460</u>

**Purpose/Business Case:** To provide for a change in services to add gate access control equipment to the project and to increase the amount by \$6,460, accordingly.

**Benefit:** Will provide the funding needed to complete the work and close the project.

**Funding Source:** State Restricted Aeronautics Funds - \$537,714; Manistee County Funds - \$59,746; Contract Total - \$597,460.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not awarding the amendment is that the project could not be completed. Manistee County would be responsible for the additional costs. The county cannot afford the cost without state participation.

**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49660.

77. MULTI-MODAL (Aeronautics) - Site Selection Study

Contract (2006-0250) between MDOT and the Bay Community Airport Authority will provide state grant funds for a site selection study at the Bay Community Airport in Caseville, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$40,800. Source of Funds: State Restricted Aeronautics Funds - \$36,720; Bay Community Airport Authority Funds - \$4,080.

**Purpose/Business Case:** To provide for the conduct of a study for the creation of a new airport in the northern tip of the thumb of Michigan, within the western side of Huron County. The study will include location options, building alternatives, and environmental impacts.

**Benefit:** The new airport will benefit the community by attracting more travelers and tourists to the area and will benefit local businesses with an increase in jobs.

**Funding Source:** State Restricted Aeronautics Funds - \$36,720; Bay Community Airport Authority Funds - \$4,080; Contract Total - \$40,800.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the airport authority cannot afford the cost without state participation.

**Cost Reduction:** The planning contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** The study could lead to new construction.

**Zip Code:** 48725.

78. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0251) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the land acquisition costs for parcels 39 and 47 at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$900,000. Source of Funds: FAA Funds (via block grant) - \$720,000; State Restricted Aeronautics Funds - \$157,500; Livingston County Funds - \$22,500.

**Purpose/Business Case:** To provide for the land acquisition costs of parcels 39 and 47, including the land, closing, and relocation costs.

**Benefit:** Acquiring the land will allow the future runway extension project to move forward and ensure a safe approach to the airport that is free of existing or future obstructions.

**Funding Source:** FAA Funds (via block grant) - \$720,000; State Restricted Aeronautics Funds - \$157,500; Livingston County Funds - \$22,500; Contract Total - \$900,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** All costs for land are in accordance with 49 CFR part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 48855.

79. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update  
Contract (2006-0252) between MDOT and Whitefish Township will provide state grant funds for the update of the airport layout plan (ALP) at the Paradise Area Airport in Paradise, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$73,200. Source of Funds: State Restricted Aeronautics Funds - \$65,880; Whitefish Township Funds - \$7,320.
- Purpose/Business Case:** To provide for the update of the airport layout plan and part 405 survey.  
**Benefit:** The updated ALP document will meet current Federal Aviation Administration standards and requirements.  
**Funding Source:** State Restricted Aeronautics Funds - \$65,880; Whitefish Township Funds - \$7,320; Contract Total - \$73,200.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.  
**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.  
**Selection:** N/A.  
**New Project Identification:** This is for the update of an existing document.  
**Zip Code:** 49768.
80. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update  
Contract (2006-0253) between MDOT and the Township of Bois Blanc will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Bois Blanc Island Airport in Pointe Aux Pins, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$66,100. Source of Funds: FAA Funds (via block grant) - \$52,880; State Restricted Aeronautics Funds - \$11,567; Township of Bois Blanc Funds - \$1,653.
- Purpose/Business Case:** To provide for the update of the airport layout plan and part 405 survey.  
**Benefit:** The updated ALP document will meet current FAA standards and requirements.  
**Funding Source:** FAA Funds (via block grant) - \$52,880; State Restricted Aeronautics Funds - \$11,567; Township of Bois Blanc Funds - \$1,653; Contract Total - \$66,100.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.  
**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.  
**Selection:** N/A.  
**New Project Identification:** This is for the update of an existing document.  
**Zip Code:** 49775.

81. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2005-0086/A2) between MDOT, on behalf of the Transportation Asset Management Council, and Cambridge Systematics, Inc., will extend the contract term by one month to provide sufficient time for the consultant to complete the project. The additional time is needed due to the Asset Management Council's schedule and its required review of the draft documents. The original contract provides for the development of an asset management training guide and instructional course for use by local road agencies. The revised contract term will be March 24, 2005, through April 30, 2006. The contract amount remains unchanged at \$200,000. Source of Funds: 100% State Restricted Michigan Transportation Funds.

**Purpose/Business Case:** To provide for a time extension so the Asset Management Council can complete its review of the draft asset management training guide and instructional course.

**Benefit:** Will ensure completion of the tools and procedures needed to instruct local road agencies on how to set up asset management programs for public roads in Michigan.

**Funding Source:** 100% State Restricted Michigan Transportation Funds. These funds are dedicated by the legislature to the Asset Management Council.

**Commitment Level:** The contract cost is for a fixed amount not to exceed \$200,000.

**Risk Assessment:** If this extension is not approved, the Asset Management Council will not have the tools needed to instruct local agencies on the methods of asset management.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; best source for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 02140.

## BID LETTING

### STATE PROJECTS

82. LETTING OF MARCH 03, 2006  
PROPOSAL 0603001  
PROJECT BI06 77111-45758, ETC  
LOCAL AGRMT.  
START DATE - 10 days after award  
COMPLETION DATE - OCTOBER 15, 2006

ENG. EST.  
\$ 29,799,953.04

LOW BID  
\$ 26,063,988.24

% OVER/UNDER EST.  
-12.54 %

1.76 mi of road reconstruction and tree replacement on I-94BL from east of Pickford Road to Range Road, on I-94 from south of I-94BL (Gratiot Avenue) to Smiths Creek Road, 3.72 mi of concrete overlay on I-94 from Smiths Creek to south of Grand Trunk Western Railroad bridge, 2 structure replacements on I-94 over I-94BL (Gratiot Avenue), and structure rehabilitation on I-94 under Ravenswood Road, St. Clair County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

15.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
<b>Dan's Excavating, Inc.</b>	<b>\$ 26,063,988.24</b>	<b>Same</b>	<b>1**</b>
Six-S, Inc.	\$ 27,578,869.55	\$ 27,569,869.55	2
Angelo Iafrate Construction Company	\$ 27,807,878.68	Same	3
John Carlo, Inc.	\$ 30,492,626.84	\$ 30,460,876.84	4
Interstate Highway Construction	\$ 32,847,344.84	\$ 32,838,509.09	5
Fisher Contracting Company	\$ 33,136,900.50	Same	6
E. C. Korneffel Co.			
Posen Construction, Inc.			
Tony Angelo Cement Construction Comp			
Walter Toebe Construction Co.			
Ajax Paving Industries, Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
<b>Dan's Excavating, Inc.</b>	<b>\$ 27,371,588.24</b>	<b>Same</b>	<b>1**</b>
Six-S, Inc.	\$ 28,678,869.55	\$ 28,669,869.55	2
Angelo Iafrate Construction Company	\$ 29,507,878.68	Same	3
John Carlo, Inc.	\$ 32,527,426.84	\$ 32,495,676.84	4
Interstate Highway Construction	\$ 34,347,344.84	\$ 34,338,509.09	5
Fisher Contracting Company	\$ 35,510,509.50	Same	6
E. C. Korneffel Co.			
Posen Construction, Inc.			
Tony Angelo Cement Construction Comp			
Walter Toebe Construction Co.			
Ajax Paving Industries, Inc.			

6 Bidders

NOTE: The ORIGINAL A+Lane Rental bid amount is used to determine the low bidder.

The ORIGINAL A bid amount reflects the actual contract price.

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

45758A		
State Restricted Trunkline Funds	100	%
59256A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
72406A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
78525A		
Ameritech	4.15	%
Federal Highway Administration Funds	86.26	%
State Restricted Trunkline Funds	9.59	%
84751A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
84891A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48040.

83. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603002  
 PROJECT NH 82102-84584  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 04, 2006

ENG. EST.  
 \$ 398,591.74

LOW BID  
 \$ 303,847.09

% OVER/UNDER EST.  
 -23.77 %

Bridge rehabilitation including joint replacement, pin and hanger replacement, beam paint, deck patching, thrie beam retrofit, guardrail work, signing, and soil erosion and sedimentation control on Napier Road over M-14, Wayne County. This project includes a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 303,847.09</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 358,041.97	Same	2
Posen Construction, Inc.	\$ 376,735.57	Same	3
Structural Group, Inc.	\$ 381,643.82	\$ 381,623.82	4
Icarus Industrial Painting & Contr.	\$ 391,455.44	Same	5
Anlaan Corporation	\$ 395,580.26	Same	6
Abhe & Svoboda, Inc.	\$ 604,770.00	Same	7
J. Slagter & Son Construction Co.	\$257,887,904.56	Same	8
E. C. Korneffel Co.			
Progress Company			
Seaway Painting L.L.C.			
Three Star Painting, Inc.			
Walter Toebe Construction Co.			
Venus Painting			
Atsalis Brothers Painting Co.			

8 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

84584A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.



**Cost Reduction:** Reduced roadway maintenance costs.  
**Selection:** Low bid.  
**New Project Identification:** Rehabilitation.  
**Zip Code:** 48170.

84. LETTING OF MARCH 03, 2006 ENG. EST. LOW BID  
 PROPOSAL 0603003 \$ 729,379.68 \$ 596,807.12  
 PROJECT BHN 82102-59287, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 04, 2006 -18.18 %

Bridge rehabilitation including beam paint, pin and hanger replacement, joint replacement, pier cap replacement, substructure repair, barrier repairs, approach work, signing, and soil erosion and sedimentation control on Northville Road over M-14 and on Robinwood Road over M-14, Wayne County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 596,807.12</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 654,732.34	Same	2
Posen Construction, Inc.	\$ 679,237.96	Same	3
Structural Group, Inc.	\$ 759,071.71	\$ 759,026.71	4
J. Slagter & Son Construction Co.	\$ 788,952.09	Same	5
Abhe & Svoboda, Inc.	\$ 1,187,770.00	Same	6
E. C. Korneffel Co.			
Walter Toebe Construction Co.			
Anlaan Corporation			

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

59287A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
84587A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Zip Code:** 48170.

Bridge rehabilitation including deck patching, deck joint replacement, pin and hanger replacement, beam paint, substructure repair, approach work, signing work, soil erosion and sedimentation control work on M-14 over North Territorial Road and over Ridge Road, Wayne County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 746,433.31</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 822,901.98	Same	2
Anlaan Corporation	\$ 867,895.14	Same	3
Icarus Industrial Painting & Contr	\$ 883,311.28	Same	4
Posen Construction, Inc.	\$ 893,069.45	Same	5
Structural Group, Inc.	\$ 919,278.79	\$ 919,238.79	6
J. Slagter & Son Construction Co.	\$ 926,140.80	Same	7
Abhe & Svoboda, Inc.	\$ 1,567,770.00	Same	8
E. C. Korneffel Co.			
Progress Company			
Seaway Painting L.L.C.			
Three Star Painting, Inc.			
Walter Toebe Construction Co.			
Venus Painting			
Atsalis Brothers Painting Co.			

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48170.

86. LETTING OF MARCH 03, 2006 ENG. EST. LOW BID  
 PROPOSAL 0603005 \$ 2,646,951.22 \$ 2,528,490.52  
 PROJECT BI06 70023-60422  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 15, 2006  
 COMPLETION DATE - SEPTEMBER 01, 2006 -4.48 %

2.31 mi of full depth concrete joint repairs, joint resealing, spall repair, shoulder removal with hot mix asphalt resurfacing and minor guardrail upgrading, concrete ramp modifications and additional concrete right turn lanes to be constructed on I-196 from west of 96th Avenue easterly to the I-196 interchange, including all ramps at the interchange, in the city of Zeeland, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kelcris Corporation</b>	<b>\$ 2,528,490.52</b>	<b>Same</b>	<b>1 **</b>
Diversco Construction Company	\$ 2,533,902.25	Same	2
Nashville Construction Company	\$ 2,557,790.90	Same	3
Kamminga & Roodvoets, Inc.	\$ 2,588,388.79	Same	4
Snowden, Inc.			
Aggregate Industries-Central Region			
Six-S, Inc.			
Causie Contracting, Inc.			
Florence Cement Company			

4 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60422A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.  
**Selection:** Low bid.  
**New Project Identification:** Rehabilitation.  
**Zip Code:** 49464.

87. LETTING OF MARCH 03, 2006 ENG. EST. LOW BID  
 PROPOSAL 0603006 \$ 2,319,997.41 \$ 2,510,536.72  
 PROJECT STH 24011-76119-2, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 01, 2006  
 COMPLETION DATE - AUGUST 25, 2006 8.21 %

1.11 mi of hot mix asphalt cold milling, reconstruction, resurfacing, and widening, joint repairs and intersection, drainage and safety improvements on US-31 from west of Manvel Road northeasterly to east of Pickerel Lake Road, Emmet County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cordes Excavating, Inc.</b>	<b>\$ 2,510,536.72</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 2,772,858.08	Same	2
M & M Excavating Co., Inc.	\$ 2,824,235.63	\$ 2,824,015.63	3
Bacco Construction Company	\$ 2,832,835.32	Same	4
MDC Contracting, LLC	\$ 2,968,791.50	Same	5
D. J. McQuestion & Sons, Inc.			

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76119A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

76122A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49770.

88. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603009  
 PROJECT NH 63081-84759  
 LOCAL AGRMT. 05-5537  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 30, 2006

ENG. EST.  
 \$ 1,279,394.04

LOW BID  
 \$ 1,345,437.15

% OVER/UNDER EST.  
 5.16 %

2.38 mi of permanent signing on M-10 from Beck Road to Lahser Road and on I-696 at the Franklin Road interchange, in the city of Southfield, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Action Traffic Maintenance, Inc.</b>	<b>\$ 1,345,437.15</b>	<b>Same</b>	<b>1 **</b>
Highway Service Co., Inc.	\$ 1,358,951.20	Same	2
Midwest Bridge Company	\$ 1,359,805.75	Same	3
Trans Tech Electric Limited Partner			
J & J Contracting, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

84759A

Federal Highway Administration Funds	81.59 %
City of Southfield	0.32 %
State Restricted Trunkline Funds	18.09 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48037.

89. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603010  
 PROJECT BHN 82102-83144, ETC  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 04, 2006

ENG. EST.  
 \$ 1,562,277.64

LOW BID  
 \$ 1,186,174.90

% OVER/UNDER EST.  
 -24.07 %

Bridge rehabilitation on M-14 under Haggerty Road and under Schoolcraft connector, Wayne County. This project includes a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Walter Toebe Construction Co.</b>	<b>\$ 1,186,174.90</b>	<b>Same</b>	<b>1 **</b>
C.A. Hull Co., Inc.	\$ 1,216,905.19	Same	2
Midwest Bridge Company	\$ 1,323,490.52	Same	3
Posen Construction, Inc.	\$ 1,329,179.67	Same	4
Anlaan Corporation	\$ 1,332,684.33	Same	5
J. Slagter & Son Construction Co.	\$ 1,424,145.27	Same	6
E. C. Korneffel Co.			

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

83144A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

84712A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48170.

Bridge rehabilitation including epoxy overlay, deep concrete overlay, deck patching, joint replacement, substructure repair, rail repair, pin and hanger replacement, painting, beam end repair, and slope protection on Hotchkiss Road over I-75, on Salzburg Road over I-75, on Amelith Road over I-75, and on Crane Road over I-75, Bay and Saginaw Counties. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 1,407,206.51</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 1,483,944.42	Same	2
J. Slagter & Son Construction Co.	\$ 1,494,369.46	Same	3
Anlaan Corporation	\$ 1,524,448.43	Same	4
Walter Toebe Construction Co.	\$ 1,573,313.55	Same	5
Abhe & Svoboda, Inc.	\$ 2,429,070.00	Same	6
L. W. Lamb, Inc.			
Structural Group, Inc.			

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Funding Source:**

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Zip Code:** 48706.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>E.T. MacKenzie Company</b>	<b>\$ 3,793,800.58</b>	<b>Same</b>	<b>1 **</b>
C.A. Hull Co., Inc.	\$ 3,919,101.47	Same	2
Hardman Construction, Inc.	\$ 3,958,029.63	Same	3
Posen Construction, Inc.	\$ 4,047,174.18	Same	4
Walter Toebe Construction Co.	\$ 4,184,405.51	Same	5
E. C. Korneffel Co.	\$ 4,185,091.43	Same	6
Anlaan Corporation	\$ 4,308,075.86	Same	7
Midwest Bridge Company	\$ 4,384,818.27	Same	8
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Gerace Construction Company, Inc.			
J.E. Kloote Contracting, Inc.			
Davis Construction, Inc.			
Milbocker and Sons, Inc.			

## 8 Bidders

**Purpose/Business Case:** This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.



**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

**Funding Source:**

60123A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
60124A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
83165A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement, maintenance, and rehabilitation.

**Zip Code:** 49221.

92.	LETTING OF MARCH 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0603019	\$ 711,393.27	\$ 708,334.86
	PROJECT M 83012-79558		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 19, 2006		
	COMPLETION DATE - AUGUST 11, 2006		-0.43 %

7.60 mi of hot mix asphalt cold milling and resurfacing and miscellaneous shoulder improvements on M-37 in the village of Mesick, Wexford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 708,334.86	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 714,810.54	Same	2

2 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

79558A		
State Restricted Trunkline Funds	100	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49668.

93. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603020  
 PROJECT BI06 82102-84757  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2007

ENG. EST.	LOW BID
\$ 520,008.60	\$ 525,241.71
% OVER/UNDER EST.	
	1.01 %

Permanent signing and maintaining work for M-14 mainline (including Beck Road and Sheldon Road Interchanges ) from Washtenaw/Wayne County line to Haggerty Road, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Highway Service Co., Inc.</b>	<b>\$ 525,241.71</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 548,242.08	Same	2
Action Traffic Maintenance, Inc.	\$ 550,112.76	Same	3
Trans Tech Electric Limited Partner	\$ 675,425.50	Same	4
J & J Contracting, Inc.			

4 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

84757A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48170.



95. LETTING OF MARCH 03, 2006 ENG. EST. LOW BID  
 PROPOSAL 0603042 \$ 576,145.83 \$ 595,127.93  
 PROJECT NH 18033-80661, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 17, 2006  
 COMPLETION DATE - OCTOBER 26, 2006 3.29 %

Shallow concrete overlay on US-127 southbound over South Branch of the Tobacco River and deep concrete overlay, painting and substructure repair on US-10 under Loomis Road, Clare and Isabella Counties. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Midwest Bridge Company</b>	<b>\$ 595,127.93</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 622,193.14	Same	2
C.A. Hull Co., Inc.	\$ 650,878.52	Same	3
Anlaan Corporation	\$ 694,009.88	Same	4
L. W. Lamb, Inc.			
Walter Toebe Construction Co.			
Abhe & Svoboda, Inc.			
Structural Group, Inc.			
Miller Development, Inc.			

4 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

80661A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
86617A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48617.

96. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603043  
 PROJECT NH 52042-82490  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 20, 2006

ENG. EST.  
 \$ 5,101,089.20

LOW BID  
 \$ 5,228,905.22

% OVER/UNDER EST.  
 2.51 %

6.72 mi of hot mix asphalt overlay and roadside improvements  
 on US-41/M-28 from east of Iroquois Drive easterly to west  
 of Wright Street, Marquette County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 5,228,905.22</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 5,689,166.09	Same	2
Rieth-Riley Construction Co., Inc.	\$ 7,659,166.68	Same	3

3 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

82490A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49855.



4.72 mi of surface milling with non-structural HMA overlay on M-5 (Grand River Avenue) east of the northbound I-275 ramp to eastbound I-696 to west of Purdue Street, and bridge rehabilitation including beam end repairs, full painting, substructure repair, thin epoxy overlay, deck patching, and painting on 10 Mile Road over M-5 (Grand River), on I-96 westbound over M-5, on I-96 over M-5, on I-275 northbound over I-696, and on I-96 westbound over I-696 in the cities of Farmington and Farmington Hills, Oakland County. This project includes a 3 year pavement performance warranty and a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Icarus Industrial Painting &amp; Contr.</b>	<b>\$ 2,136,722.86</b>	<b>Same</b>	<b>1 **</b>
Atsalis Brothers Painting Co.	\$ 2,184,621.89	Same	2
Progress Company	\$ 2,624,009.36	Same	3
Three Star Painting, Inc.	\$ 2,705,244.87	Same	4
Seaway Painting L.L.C.			

**Purpose/Business Case:** This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Funding Source:**

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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and rehabilitation.

**Zip Code:** 48331.

99. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603056  
 PROJECT M 17082-80192  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 06, 2006

ENG. EST.	LOW BID
\$ 792,952.82	\$ 861,984.46
% OVER/UNDER EST.	
	8.71 %

7.91 mi of hot mix asphalt resurfacing, shoulders and culvert end section replacements on M-80 from I-75 southbound exit ramp southeasterly to M-129, Chippewa County. This project includes a 3 year pavement performance warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 861,984.46	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 873,786.20	Same	2
Bacco Construction Company	\$ 969,786.37	Same	3

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

80192A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49752.



72 mi of ITS cabinets, micro-loop and microwave vehicle detector hardware, dynamic message signs, CCTV cameras on I-69, west of M-19 to the Blue Water bridge, on I-94, M-29 (23 Mile Road) to I-94/I-69 interchange, on I-96 Smart Corridor, I-275 to Livingston County line, on I-96 from Livingston County line to Wayne County line and on I-96 eastbound, from Moross Road to 23 Mile (M-29) in the cities of Detroit, Harper Woods, St. Clair Shores, Eastpointe, Roseville, Mount Clemens, Port Huron, Wixom, Novi, Farmington, Farmington Hills, Oakland, Macomb, Wayne and St. Clair Counties.

## 5 Bidders

**Benefit:** These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

**Funding Source:**

59637A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
77009A		
Federal Highway Administration Funds	50.00	%
State Restricted Trunkline Funds	50.00	%
83057A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
83060A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Loss of Federal funds and continued non-attainment in air quality.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs and reduced traffic congestion.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation and reconstruction.

**Zip Code:** 48075.

101.	LETTING OF MARCH 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0603060	\$ 594,378.11	\$ 614,836.26
	PROJECT STG 84913-79812		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 30, 2006		
	COMPLETION DATE - AUGUST 28, 2006		3.44 %

21.03 mi of guardrail upgrading on US-31 from Third Street northerly to Taft Street, on I-96 from Hile Road easterly to Fruitport Road, and on US-31BR at Southern Avenue in the village of Lakewood Club, cities of Muskegon, Norton Shores and Ferrysburg, Muskegon and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 614,836.26</b>	<b>Same</b>	<b>1 **</b>
Tri-Valley Landscaping, Inc.	\$ 619,494.00	Same	2
Snowden, Inc.	\$ 636,278.00	Same	3
Nashville Construction Company	\$ 644,293.88	Same	4
Nationwide Fence & Supply Company			
Dale Dukes & Sons, Inc.			
J & J Contracting, Inc.			
Rite Way Fence, Inc.			

4 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79812A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Guardrail upgrade.

**Zip Code:** 49444.

102.	LETTING OF MARCH 03, 2006 PROPOSAL 0603064 PROJECT M 59051-79704 LOCAL AGRMT. START DATE - OCTOBER 02, 2006 COMPLETION DATE - OCTOBER 20, 2006	ENG. EST. \$ 689,627.80	LOW BID \$ 649,389.86
			% OVER/UNDER EST. -5.83 %

7.58 mi of hot mix asphalt cold milling and resurfacing on M-66, from south of Quarterline Road northerly to south of M-46, in the city of Stanton, Montcalm County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Central Asphalt, Inc.</b>	<b>\$ 649,389.86</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 660,444.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 750,945.15	Same	3

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

79704A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Zip Code:** 48888.

Painting, steel repairs, substructure repairs, railing repair and concrete surface coating on M-43 under General Motors Drive and on M-43 under Norfolk Southern Railroad in the city of Lansing, Ingham County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Atsalis Brothers Painting Co.</b>	<b>\$ 333,835.66</b>	<b>Same</b>	<b>1 **</b>
Icarus Industrial Painting & Contr.	\$ 390,689.12	Same	2
Central Painting Co.	\$ 473,637.08	Same	3
Seaway Painting L.L.C.	\$ 478,803.40	Same	4
Progress Company	\$ 501,513.12	Same	5
Abhe & Svoboda, Inc.	\$ 534,210.00	Same	6

## 6 Bidders

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

State Restricted Trunkline Funds	100	%
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**Zip Code:** 48915.



**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48423.

105. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603068  
 PROJECT BHT 48032-78897  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 28, 2006

ENG. EST.	LOW BID
\$ 379,992.75	\$ 364,837.91
% OVER/UNDER EST.	
	-3.99 %

Painting, pin and hanger replacement, joint replacement, deck drain replacement, approach guardrail replacement on M-123 over the west branch of the Tahquamenon River, Luce County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hebert Construction Company</b>	<b>\$ 364,837.91</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 387,556.03	Same	2
Zenith Tech, Inc.	\$ 393,184.72	Same	3
J. Slagter & Son Construction Co.	\$ 452,621.21	Same	4
Lunda Construction Company	\$ 489,376.42	Same	5
Abhe & Svoboda, Inc.	\$ 599,770.00	Same	6
A. Lindberg & Sons, Inc.			
Snowden, Inc.			

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

78897A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Zip Code:** 49868.

**Zip Code:** 48872.

107. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603071  
 PROJECT BI06 08051-50760, ETC  
 LOCAL AGRMT. 05-5525  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2008

ENG. EST.  
 \$ 4,425,432.47    LOW BID  
 \$ 4,127,917.98  
 % OVER/UNDER EST.  
 -6.72 %

4.81 mi of hot mix asphalt cold milling and resurfacing,  
 M-66/M-79 intersection realignment, bridge replacement,  
 intersection improvements, guardrail and drainage  
 improvements, horizontal s-curve realignment, and  
 paving existing carpool lot on M-66 from Assyria Road  
 northerly to Francis Street, in the village of Nashville,  
 Barry County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Maclean Construction Company</b>	<b>\$ 4,127,917.98</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 4,586,174.65	Same	2
Hoffman Bros., Inc./Anlaan Corp.	\$ 4,589,520.25	Same	3
Kamminga & Roodvoets, Inc.	\$ 4,690,168.50	Same	4
Nashville Construction Company	\$ 4,903,857.88	Same	5
L. W. Lamb, Inc.			
Midwest Bridge Company			
Bailey Excavating, Inc.			
E.T. MacKenzie Company			
Davis Construction, Inc.			
Walter Toebe Construction Co.			
Aggregate Industries-Central Region			
J.E. Kloote Contracting, Inc.			
Diversco Construction Company			
C & D Hughes, Inc.			
Hardman Construction, Inc.			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			

5 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.



**Purpose/Business Case:** This project is a combination of three MDOT programs: (1) MDOT's Road Preservation Program - provided as an effort to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments; and (3) the program to support carpool parking lot projects - to prolong the life of the carpool parking lot that is located on M-66 from Assyria Road northerly to Francis Street. This project consists of replacement of aggregate base, HMA curb, embankment and turf establishment. Existing lot is in poor condition and has extensive soil erosion due to poor drainage. The bridge replacement portion of this project is a continuance of a traffic & safety improvement project for which this will be funded.

**Benefit:** These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control. Paving this carpool parking lot will extend the life of the lot and reduce maintenance on the current gravel parking lot. The newly paved lot may also attract new carpoolers.

**Funding Source:**

50760A		
State Restricted Trunkline Funds	100	%
78935A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
80278A		
State Restricted Trunkline Funds	100	%
86487A		
Federal Highway Administration Funds	59.38	%
Village of Nashville	34.04	%
State Restricted Trunkline Funds	6.58	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The surrounding communities are anticipating the newly paved carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs. Paving the existing lot will greatly reduce the initial maintenance costs for the carpool parking lot. Our customers will benefit greatly from the reduced dust, gravel, and debris that surfaces from the current carpool parking lot.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation and reconstruction.

**Zip Code:** 49073.

108. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603079  
 PROJECT BI06 82102-84756  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2007

ENG. EST.  
 \$ 378,567.00

LOW BID  
 \$ 332,841.44

% OVER/UNDER EST.  
 -12.08 %

Permanent pavement marking on M-14 mainline from  
 Washtenaw/Wayne County line including Beck Road and Sheldon  
 Road interchanges, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 332,841.44</b>	<b>Same</b>	<b>1 **</b>
Clark Highway Services, Inc.			
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

1 Bidder

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

84756A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48170.



110. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603081  
 PROJECT BHT 33082-46078  
 LOCAL AGRMT.  
 START DATE - JUNE 05, 2006  
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.  
 \$ 384,503.99

LOW BID  
 \$ 351,714.00

% OVER/UNDER EST.  
 -8.53 %

Bridge rehabilitation including joint replacement, pin and hanger replacement, painting of structural steel, fence replacement and fence repairs on M-43 eastbound over the Canadian National/Grand Trunk Western Railroad, Ingham County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. W. Lamb, Inc.	\$ 351,714.00	Same	1 **
Midwest Bridge Company	\$ 356,275.00	Same	2
J. Slagter & Son Construction Co.	\$ 365,259.12	Same	3
C.A. Hull Co., Inc.	\$ 391,072.48	Same	4
Anlaan Corporation	\$ 398,248.66	Same	5
Abhe & Svoboda, Inc.	\$ 534,910.00	Same	6

Walter Toebe Construction Co.

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

46078A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48823.

111. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603082  
 PROJECT STG 84912-83507  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.  
 \$ 303,127.06

LOW BID  
 \$ 318,206.69

% OVER/UNDER EST.  
 4.97 %

Application of permanent pavement markings including special markings on various state trunkline routes in Alcona, Alpena, Iosco, Montmorency, Oscoda and Presque Isle Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Clark Highway Services, Inc.</b>	<b>\$ 318,206.69</b>	<b>Same</b>	<b>1 **</b>
R. S. Contracting, Inc.	\$ 338,639.11	Same	2
P.K. Contracting, Inc.	\$ 347,608.60	Same	3
Oglesby Construction, Inc.			

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83507A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Pavement marking.

**Zip Code:** 49707 TSC-wide.

112. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603083  
 PROJECT STG 84914-83511  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.  
 \$ 401,971.90

LOW BID  
 \$ 430,082.85

% OVER/UNDER EST.  
 6.99 %

Application of permanent pavement markings including special markings on various state trunkline routes in Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>R. S. Contracting, Inc.</b>	<b>\$ 430,082.85</b>	<b>Same</b>	<b>1 **</b>
P.K. Contracting, Inc.	\$ 457,745.62	Same	2
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

2 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83511A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Pavement marking.

**Zip Code:** 48601 Region-wide.

113. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603084  
 PROJECT STT 16041-84792  
 LOCAL AGRMT.  
 START DATE - APRIL 10, 2006  
 COMPLETION DATE - MAY 25, 2006

ENG. EST.  
 \$ 259,845.93

LOW BID  
 \$ 239,100.37

% OVER/UNDER EST.  
 -7.98 %

0.73 mi of hot mix asphalt base crushing and shaping and resurfacing on M-212, from M-33 to the Aloha State Park entrance, Cheboygan County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 239,100.37	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 257,093.95	Same	2

2 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

84792A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49721.

114.	LETTING OF MARCH 03, 2006 PROPOSAL 0603085 PROJECT ST 63081-84760 LOCAL AGRMT. 05-5536 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 30, 2006	ENG. EST. \$ 361,831.91	LOW BID \$ 362,073.05
			% OVER/UNDER EST.
			0.07 %

2.38 mi of permanent pavement marking, on M-10 from Beck Road to Lahser Road and I-696 at the Franklin Road interchange, in the city of Southfield, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 362,073.05</b>	<b>Same</b>	<b>1 **</b>
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

84760A

Federal Highway Administration Funds	78.02%
City of Southfield	4.68%
State Restricted Trunkline Funds	17.30%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Pavement marking.

**Zip Code:** 48037.



115. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603086  
 PROJECT STG 84916-83519  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.  
 \$ 938,697.51

LOW BID  
 \$ 845,000.36

% OVER/UNDER EST.  
 -9.98 %

Permanent pavement markings including longitudinal and special markings on various state trunkline routes, in Livingston, Monroe and Washtenaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>R. S. Contracting, Inc.</b>	<b>\$ 845,000.36</b>	<b>Same</b>	<b>1 **</b>
P.K. Contracting, Inc.	\$ 859,030.35	Same	2
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

2 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83519A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Pavement marking.

**Zip Code:** 48116.

116. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603087  
 PROJECT STG 84913-83524  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2006  
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.  
 \$ 1,736,315.47

LOW BID  
 \$ 1,678,455.48

% OVER/UNDER EST.  
 -3.33 %

Permanent pavement markings including special markings on various state trunkline routes in Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 1,678,455.48</b>	<b>Same</b>	<b>1 **</b>
NES Traffic Safety Limited Partner	\$ 1,864,094.95	cannot total	n/c
R. S. Contracting, Inc.	\$ 1,997,558.50	Same	2
Oglesby Construction, Inc.			

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83524A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Pavement marking.

**Zip Code:** 49504 Regionwide.

117. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603088  
 PROJECT STG 84917-83553  
 LOCAL AGRMT.  
 START DATE - JUNE 01, 2006  
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.  
 \$ 839,498.02

LOW BID  
 \$ 718,931.40

% OVER/UNDER EST.  
 -14.36 %

Permanent pavement markings including special markings on various state trunkline routes in St. Clair, Macomb, Oakland and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>R. S. Contracting, Inc.</b>	<b>\$ 718,931.40</b>	<b>Same</b>	<b>1 **</b>
P.K. Contracting, Inc.	\$ 796,548.40	Same	2
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

2 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83553A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Pavement marking.

**Zip Code:** 48075 Regionwide.

118. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603089  
 PROJECT STG 84912-83528  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2006

ENG. EST.  
 \$ 561,343.54

LOW BID  
 \$ 541,144.23

% OVER/UNDER EST.  
 -3.60 %

Application of permanent pavement markings including special markings on various state trunkline routes in Cheboygan, Crawford, Emmet, Ogemaw, Otsego and Roscommon Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>R. S. Contracting, Inc.</b>	<b>\$ 541,144.23</b>	<b>Same</b>	<b>1 **</b>
Clark Highway Services, Inc.	\$ 556,283.08	Same	2
P.K. Contracting, Inc.	\$ 564,507.89	Same	3
Oglesby Construction, Inc.			
NES Traffic Safety Limited Partner			

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83528A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Pavement marking.

**Zip Code:** 49738 TSC-wide.

119. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603092  
 PROJECT HPP 83033-58375  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.  
 \$ 245,078.20

LOW BID  
 \$ 187,206.98

% OVER/UNDER EST.  
 -23.61 %

2.06 mi of landscaping on US-131 from M-42 northerly to  
 12 3/4 Road, and on M-42 from the US-131 interchange  
 westerly to US-131BR, in the city of Manton, Wexford  
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Three Seasons Landscaping</b>	<b>\$ 187,206.98</b>	<b>Same</b>	<b>1 **</b>
Weyand Bros., Inc.	\$ 187,536.00	Same	2
Tri-Valley Landscaping, Inc.	\$ 201,676.00	Same	3
County Line Nurseries & Landscaping	\$ 205,645.00	Same	4
Cobblestone Pavers, LLC	\$ 210,676.00	Same	5
Anderson-Fischer & Associates, Inc.	\$ 232,578.00	Same	6
Michigan Highway Contracting, Inc.	\$ 240,764.00	Same	7
Porath Contractors, Inc.	\$ 261,869.41	Same	8
Marine City Nursery Company			

8 Bidders

**Purpose/Business Case:** Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

**Benefit:** The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

58375A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Visual screening and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**Selection:** Low bid.

**New Project Identification:** Placement of new landscaping.

**Zip Code:** 49663.

120. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603093  
 PROJECT M 58042-75250  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 143,411.22

LOW BID  
 \$ 169,556.85

% OVER/UNDER EST.  
 18.23 %

0.11 mi of hot mix asphalt left lane crossover, shoulder widening and drainage, on M-50 east of Raisinville Road, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Gerken Paving, Inc.</b>	<b>\$ 169,556.85</b>	<b>Same</b>	<b>1 **</b>
Brady Sand & Gravel, Inc.	\$ 172,730.19	Same	2
The Oakland Excavating Company	\$ 182,140.85	Same	3
C & D Hughes, Inc.	\$ 196,959.09	Same	4
Barrett Paving Materials, Inc.	\$ 207,295.50	Same	5
DeAngelis Landscape, Inc.			
Pamar Enterprises, Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
Florence Cement Company			

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

75250A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48161.

Culvert repair and maintaining traffic on US-24 over Bay Creek, 5 mi northeast of the Ohio state line, Monroe County.

## 5 Bidders

**Zip Code:** 48182.





123. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603096  
 PROJECT ST 73091-85875  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 11, 2006  
 COMPLETION DATE - OCTOBER 27, 2006

ENG. EST.  
 \$ 767,600.78

LOW BID  
 \$ 666,863.75

% OVER/UNDER EST.  
 -13.12 %

0.86 mi of concrete joint repair, curb and gutter repair,  
 drainage structure cover replacement and permanent pavement  
 markings on M-81/M-13, from 10th Street east to Findley  
 Street in the city of Saginaw, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc.</b>	<b>\$ 666,863.75</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 720,125.34	Same	2
Kelcris Corporation	\$ 745,605.29	Same	3
Causie Contracting, Inc.	\$ 775,518.41	Same	4
Snowden, Inc.	\$ 854,829.20	Same	5
A. J. Rehms & Son, Inc.			

5 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

85875A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48706.

124. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603098  
 PROJECT M 70025-79896  
 LOCAL AGRMT.  
 START DATE - MAY 30, 2006  
 COMPLETION DATE - JULY 14, 2006

ENG. EST.  
 \$ 152,972.83

LOW BID  
 \$ 129,702.73

% OVER/UNDER EST.  
 -15.21 %

Car pool lot construction including paving, drainage, landscaping, lighting, pavement marking and permanent signing on M-6, the northeast quadrant of 8th Avenue and Ransom Street, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Weick Bros., Inc.</b>	<b>\$ 129,702.73</b>	<b>Same</b>	<b>1 **</b>
Langlois & Sons Excavating, Inc.	\$ 135,550.65	Same	2
Diversco Construction Company	\$ 137,239.26	Same	3
Brenner Excavating, Inc.	\$ 144,568.15	Same	4
CL Trucking & Excavating, LLC.	\$ 147,222.22	Same	5
Triangle Excavators, Inc.	\$ 148,383.40	Same	6
Dykema Excavators, Inc.	\$ 151,885.09	Same	7
Schippers Excavating, Inc.	\$ 154,912.70	Same	8
Kentwood Excavating, Inc.	\$ 158,368.70	\$ 158,268.70	9
Spring Valley Contracting, LLC.	\$ 162,812.00	\$ 162,637.00	10
Kamminga & Roodvoets, Inc.	\$ 165,747.98	Same	11
Nashville Construction Company	\$ 173,017.08	Same	12
Stein Construction Co., Inc.	\$ 173,627.40	Same	13
C & D Hughes, Inc.	\$ 186,323.20	Same	14
Velting Contractors, Inc.			
Dan Hoe Excavating, Inc.			
Quantum Construction Company, Inc.			
Milbocker and Sons, Inc.			

14 Bidders

**Purpose/Business Case:** This project is for the construction of a new carpool parking lot that is located adjacent to the new M-6 roadway. This project consists of HMA paving including earth excavation, placement of aggregate base, HMA curb, embankment and turf establishment.

**Benefit:** Currently there is a need for a carpool lot adjacent to the new roadway. The new lot will attract carpoolers and facilitate increased carpooling.

**Funding Source:**

79896A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The surrounding communities are anticipating the new carpool parking lot. The relationships with the communities in the area may be compromised if the work is not completed.



126. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603100  
 PROJECT STE 65032-83069  
 LOCAL AGRMT. 05-5339  
 START DATE - JULY 10, 2006  
 COMPLETION DATE - AUGUST 11, 2006

ENG. EST.  
 \$ 57,829.90

LOW BID  
 \$ 52,821.00

% OVER/UNDER EST.  
 -8.66 %

0.08 mi of retaining wall and sidewalk construction on M-55  
 from Valley Street easterly in the city of West Branch,  
 Ogemaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Schaaf &amp; Associates Construction,</b>	<b>\$ 52,821.00</b>	<b>Same</b>	<b>1 **</b>
Katterman Trucking, Inc.	\$ 52,902.12	Same	2
Porath Contractors, Inc.	\$ 53,294.45	Same	3
Cobblestone Pavers, LLC	\$ 56,254.70	Same	4
Rieth-Riley Construction Co., Inc.	\$ 62,575.80	Same	5
Tri-Valley Landscaping, Inc.	\$ 64,808.00	Same	6
Eastlund Concrete Construction, In	\$ 70,196.80	Same	7
John Henry Excavating, Inc.	\$ 72,494.00	Same	8
A. J. Rehms & Son, Inc.	\$ 148,785.00	Same	9
Rohde Brothers Excavating, Inc.			
Miller Development, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Transportation Enhancement Program is included in Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

83069A

Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	20.00 %
City of West Branch	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** New Construction.

**Zip Code:** 48661.

127. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603101  
 PROJECT BHT 73031-79618  
 LOCAL AGRMT.  
 START DATE - APRIL 17, 2006  
 COMPLETION DATE - JUNE 09, 2006

ENG. EST.  
 \$ 250,639.36

LOW BID  
 \$ 280,141.21

% OVER/UNDER EST.  
 11.77 %

Deep overlay, abutment repair and approach work on M-52  
 over South Branch Bad River, in the village of St. Charles,  
 Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 280,141.21</b>	<b>Same</b>	<b>1 **</b>
C.A. Hull Co., Inc.	\$ 301,191.67	Same	2
Anlaan Corporation	\$ 337,375.46	Same	3
Midwest Bridge Company	\$ 339,360.50	Same	4
McDowell Construction , L.L.C.			
Walter Toebe Construction Co.			

4 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

79618A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48655.

128. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603102  
 PROJECT STG 11015-79046  
 LOCAL AGRMT. 05-5394  
 START DATE - APRIL 17, 2006  
 COMPLETION DATE - JUNE 16, 2006

ENG. EST. \$ 474,634.92  
 LOW BID \$ 363,882.90  
 % OVER/UNDER EST. -23.33 %

Upgrading barrier to current standards including removing existing rail, replacing rail, grading, and slope improvements on Wilson Road over I-94, on Union Pier Road over I-94, on Carmody Road over I-94, on County Line Road over I-94, on I-196BL west of M-140 over I-196), on M-60 at 0.7 mi west of the city of Cassopolis, on M-63 at Glenlord Road, and M-140 at North Watervliet Road, Berrien, Cass and Van Buren Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	\$ 363,882.90	Same	1 **
J. Slagter & Son Construction Co.	\$ 433,584.71	Same	2
Rite Way Fence, Inc.	\$ 435,527.80	\$ 433,657.80	3
Dale Dukes & Sons, Inc.			
J & J Contracting, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79046A

Berrien County	15.57 %
Federal Highway Administration Funds	84.43 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Barrier improvements.

**Zip Code:** 49129.

129. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603103  
 PROJECT M 01023-79654  
 LOCAL AGRMT.  
 START DATE - MAY 15, 2006  
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.  
 \$ 922,589.35

LOW BID  
 \$ 932,576.00

% OVER/UNDER EST.  
 1.08 %

11.61 mi of hot mix asphalt surfacing on M-72 from west of  
 O'Donnell Road to west of F-41, Alcona County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 932,576.00</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$ 1,061,508.05	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,117,203.58	Same	3

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

79654A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48740.





131. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603105  
 PROJECT STT 18041-85910  
 LOCAL AGRMT.  
 START DATE - AUGUST 14, 2006  
 COMPLETION DATE - SEPTEMBER 22, 2006

ENG. EST.  
 \$ 1,864,049.58

LOW BID  
 \$ 1,639,840.41

% OVER/UNDER EST.  
 -12.03 %

14.32 mi of microsurfacing, single course, hot mix asphalt base crushing and shaping of shoulders and hot mix asphalt overlay on M-61 from the Clare/Osceola County line easterly to Westlawn Street in the city of Harrison, Clare County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,639,840.41</b>	<b>Same</b>	<b>1 **</b>
Central Asphalt, Inc.	\$ 1,677,673.55	Same	2
Bolen Asphalt Paving, Inc.			

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85910A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48625.

132. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603107  
 PROJECT BI06 15051-56932, ETC  
 LOCAL AGRMT. 05-5502  
 START DATE - JULY 10, 2006  
 COMPLETION DATE - NOVEMBER 03, 2006

ENG. EST.  
 \$ 1,579,369.13

LOW BID  
 \$ 1,702,651.28

% OVER/UNDER EST.  
 7.81 %

0.28 mi of pavement replacement, curb and gutter and sidewalk replacement, storm sewer, watermain and sanitary sewer improvements on M-32 from west B01 of 15051 east to Third Street and from Spring Street east to Second Street in the city of East Jordan, Charlevoix County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D. J. McQuestion & Sons, Inc.	\$ 1,702,651.28	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,966,391.99	\$ 1,966,321.99	2
MDC Contracting, LLC	\$ 1,997,363.62	\$ 1,996,728.62	3
M & M Excavating Co., Inc.	\$ 2,315,488.53	Same	4
Maclean Construction Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

56932A	
City of East Jordan	9.53 %
State Restricted Trunkline Funds	90.47 %
86580A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Zip Code:** 49727.

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134. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603109  
 PROJECT M 23011-85288  
 LOCAL AGRMT.  
 START DATE - JUNE 05, 2006  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST. \$ 393,545.50  
 LOW BID \$ 373,130.20  
 % OVER/UNDER EST. -5.19 %

3.52 mi of hot mix asphalt cold milling and resurfacing on  
 M-78 from the Barry/Eaton County line easterly to south of  
 Sharkey Street in the village of Bellevue, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 373,130.20	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 420,730.11	Same	2
Aggregate Industries-Central Region	\$ 560,655.00	Same	3

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

85288A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49021.

135. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603110  
 PROJECT STT 26032-85911  
 LOCAL AGRMT.  
 START DATE - AUGUST 21, 2006  
 COMPLETION DATE - OCTOBER 30, 2006

ENG. EST.  
 \$ 1,795,575.97

LOW BID  
 \$ 1,354,170.05

% OVER/UNDER EST.  
 -24.58 %

16.80 mi of hot mix asphalt cold milling and overlay with guardrail upgrades on M-30 from M-61 northerly to the Gladwin/Ogemaw County line, Gladwin and Ogemaw Counties. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pyramid Paving &amp; Contracting</b>	<b>\$ 1,354,170.05</b>	<b>Same</b>	<b>1 **</b>
Saginaw Asphalt Paving Company	\$ 1,405,453.44	Same	2
Bolen Asphalt Paving, Inc.	\$ 1,504,091.39	Same	3
Rieth-Riley Construction Co., Inc.	\$ 1,530,616.19	Same	4
Central Asphalt, Inc.	\$ 1,533,116.09	Same	5

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85911A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48624.





138. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603113  
 PROJECT NH 82121-84041  
 LOCAL AGRMT.  
 START DATE - JULY 10, 2006  
 COMPLETION DATE - AUGUST 12, 2006

ENG. EST.  
 \$ 1,150,981.08

LOW BID  
 \$ 986,681.62

% OVER/UNDER EST.  
 -14.27 %

6.27 mi of multiple course microsurfacing with overband crack filling, on M-5 (Grand River Avenue) from M-39 (Southfield Freeway) southeasterly to Scotten/Lothrop Streets, in the city of Detroit, Wayne County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Municipal Construction Inc.</b>	<b>\$ 986,681.62</b>	<b>Same</b>	<b>1 **</b>
Terry Construction, Inc.	\$ 1,208,254.90	Same	2
Strawser Incorporated	\$ 1,384,163.39	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84041A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48227.



139. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603116  
 PROJECT NH 52042-85881  
 LOCAL AGRMT.  
 START DATE - JULY 06, 2006  
 COMPLETION DATE - 47 working days

ENG. EST.  
 \$ 1,405,272.01

LOW BID  
 \$ 1,187,702.05

% OVER/UNDER EST.  
 -15.48 %

5.09 mi of concrete joint and pavement repair, joint and crack sealing on US-41 from east of Grove Street to south of M-28 in the city of Marquette, Marquette County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	<b>\$ 1,187,702.05</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 1,318,087.86	Same	2
Six-S, Inc.	\$ 1,387,045.80	Same	3
Associated Constructors, LLC	\$ 1,388,024.63	Same	4
Causie Contracting, Inc.	\$ 1,398,134.16	Same	5
Bacco Construction Company			

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85881A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49855.

140. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603117  
 PROJECT STT 61023-85869  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 05, 2006  
 COMPLETION DATE - MAY 14, 2007

ENG. EST.  
 \$ 1,373,520.99

LOW BID  
 \$ 1,336,484.20

% OVER/UNDER EST.  
 -2.70 %

6.74 mi of hot mix asphalt cold milling and resurfacing, shoulder trenching, intermittent wide paved shoulders, intermittent hot mix asphalt shoulder gutter, and hot mix asphalt spillways on M-46, from west of Ravenna Road easterly to the west approach of structure B03 and continuing east from the east approach to west of the centerline of M-37, Muskegon County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,336,484.20</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 1,341,483.23	Same	2
Aggregate Industries-Central Region	\$ 1,444,307.35	Same	3
Omans Contracting, Inc.	\$ 1,477,472.04	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85869A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49318.

141. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603118  
 PROJECT MG 14062-83988, ETC  
 LOCAL AGRMT.  
 START DATE - JUNE 12, 2006  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.  
 \$ 1,127,517.38  
 LOW BID  
 \$ 1,018,800.95  
 % OVER/UNDER EST.  
 -9.64 %

10.72 mi of hot mix asphalt cold milling and resurfacing on M-60 (State Street) from the north junction of M-62 easterly to Wolf Street, and on M-51 from south of Pucker Street northeasterly to Pokagon Road in the village of Cassopolis, Berrien and Cass Counties. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,018,800.95</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 1,134,088.15	Same	2
Michigan Paving & Materials Co.	\$ 1,184,865.45	Same	3
Consumers Asphalt Company			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

83988A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

85850A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49031.

142. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603119  
 PROJECT STT 16033-85979  
 LOCAL AGRMT.  
 START DATE - JULY 10, 2006  
 COMPLETION DATE - AUGUST 24, 2006

ENG. EST.  
 \$ 1,247,121.11  
 LOW BID  
 \$ 1,283,649.70  
 % OVER/UNDER EST.  
 2.93 %

13.78 mi of hot mix asphalt cold milling and overlay with joint repairs on US-23 from the village of Mackinaw City southeasterly to the city of Cheboygan, Cheboygan County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,283,649.70</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 1,285,496.92	Same	2
Bacco Construction Company	\$ 1,425,996.86	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85979A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49721.

143. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603120  
 PROJECT ST 31012-85883  
 LOCAL AGRMT.  
 START DATE - MAY 31, 2006  
 COMPLETION DATE - 34 working days

ENG. EST.  
 \$ 542,436.45

LOW BID  
 \$ 496,399.65

% OVER/UNDER EST.  
 -8.49 %

2.58 mi of longitudinal and transverse concrete joint repairs on M-26 from west of Green Acres Road northerly to north of 4th Street and on US-41 from east of Macinnes Drive westerly to west of Pearl Street and from east of Franklin Street westerly to east of Isle Royal Street in the city of Houghton, Houghton County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	<b>\$ 496,399.65</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 527,975.10	Same	2
Six-S, Inc.	\$ 684,619.64	Same	3
Causie Contracting, Inc.	\$ 695,696.89	Same	4
Bacco Construction Company			

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85883A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49931.

144. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603121  
 PROJECT M 02041-84091  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 361,134.63

LOW BID  
 \$ 395,765.30

% OVER/UNDER EST.  
 9.59 %

2.56 mi of shoulder trenching, hot mix asphalt resurfacing and guardrail upgrading on M-28, from west of Golf Course Road easterly to west of Portage Street in the city of Munising, Alger County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 395,765.30</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 408,296.40	Same	2
Smith Paving, Inc.	\$ 503,491.00	Same	3
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84091A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49862.

145. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603122  
 PROJECT M 84916-83999  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2006  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST. \$ 526,785.04  
 LOW BID \$ 329,595.42  
 % OVER/UNDER EST. -37.43 %

78.58 mi of overband crack filling at twelve locations throughout the Lansing TSC area on US-127, I-96, M-43, M-71, M-52, M-21, Old 27, I-96BL, M-50/M-99, M-188 and Crowner Drive in the cities of Mason, Corunna, Owosso, Perry, St. Johns, Lansing, Eaton Rapids and the village of Vernon, Clinton, Eaton, Ingham, Shiawassee and Jackson Counties.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 329,595.42</b>	<b>Same</b>	<b>1 **</b>
Municipal Construction Inc.	\$ 364,999.18	Same	2
Scodeller Construction, Inc.	\$ 389,936.00	Same	3
Michigan Joint Sealing, Inc.	\$ 430,968.40	Same	4
Causie Contracting, Inc.	\$ 448,650.20	Same	5
Fahrner Asphalt Sealers, Inc.	\$ 567,844.26	Same	6
Daffinson, Inc.			
Lakeshore Parking Lot Maintenance			

6 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

83999A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48823.

146. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603123  
 PROJECT M 15012-52611, ETC  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 25, 2006  
 COMPLETION DATE - 6 working days

ENG. EST.	LOW BID
\$ 88,460.00	\$ 68,520.00
% OVER/UNDER EST.	
	-22.54 %

9.98 mi of overband crack fill and crack treatment on US-31 from west of Lewis Street to east of Townline Road and on M-66 from south of Vance Street to north of Elizabeth Road in the cities of East Jordan and Charlevoix, Charlevoix and Emmet County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Municipal Construction Inc.</b>	<b>\$ 68,520.00</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 70,635.00	Same	2
Lakeshore Parking Lot Maintenance	\$ 71,080.00	Same	3
Scodeller Construction, Inc.	\$ 73,984.00	Same	4
Interstate Sealant & Concrete, Inc.	\$ 76,528.28	Same	5
Fahrner Asphalt Sealers, Inc.	\$ 86,854.36	Same	6
Daffinson, Inc.	\$ 106,339.68	Same	7

7 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

52611A		
State Restricted Trunkline Funds	100	%
55255A		
State Restricted Trunkline Funds	100	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49720.



147. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603124  
 PROJECT M 52032-84104, ETC  
 LOCAL AGRMT.  
 START DATE - JULY 19, 2006  
 COMPLETION DATE - 34 working days

ENG. EST.  
 \$ 1,334,603.05

LOW BID  
 \$ 874,421.89

% OVER/UNDER EST.  
 -34.48 %

28.15 mi of single and double course chip seal on M-35 from the northern end of the bridge over the Middle Branch of the Escanaba River northerly to County Road 480, on US-141 from the Iron County line northerly, and on M-203 from south of Bear Lake Road northerly to north of Lake Shore Drive, Houghton, Marquette and Baraga Counties. This project includes two 2 year pavement performance warranties.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Scott Transportation, Inc.</b>	<b>\$ 874,421.89</b>	<b>Same</b>	<b>1 **</b>
Fahrner Asphalt Sealers, Inc.	\$ 1,281,344.19	Same	2
Pavement Maintenance Systems, Inc.	\$ 1,388,056.62	Same	3
Terry Construction, Inc.	\$ 1,499,931.82	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84104A		
State Restricted Trunkline Funds	100	%
84105A		
State Restricted Trunkline Funds	100	%
84106A		
State Restricted Trunkline Funds	100	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49871.

148. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603125  
 PROJECT M 84916-83872  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 15, 2006

ENG. EST.  
 \$ 313,787.00

LOW BID  
 \$ 260,262.78

% OVER/UNDER EST.  
 -17.06 %

57.20 mi of overband crack fill and crack sealing at 5 locations in the Brighton TSC area, on M-50, M-59, US-24, I-94 and I-96, Livingston, Monroe and Washtenaw Counties. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Municipal Construction Inc.</b>	<b>\$ 260,262.78</b>	<b>Same</b>	<b>1 **</b>
Michigan Joint Sealing, Inc.	\$ 277,266.80	Same	2
Scodeller Construction, Inc.	\$ 284,266.00	Same	3
Interstate Sealant & Concrete, Inc.	\$ 299,887.00	Same	4
Causie Contracting, Inc.	\$ 412,900.00	Same	5
Fahrner Asphalt Sealers, Inc.	\$ 479,075.00	Same	6
Daffinson, Inc.			
Lakeshore Parking Lot Maintenance			

6 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

83872A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48116 Region-wide.

149. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603126  
 PROJECT M 84916-84025  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 180,200.00

LOW BID  
 \$ 112,500.00

% OVER/UNDER EST.  
 -37.57 %

24.20 mi of hot mix asphalt crack treatment and overband crack treatment on M-106 from the Ingham County line to north of Green Road, on M-52 from north of Maple Avenue to north of Moore Road, on US-127 from north of Main Street to Church Road, on M-50 from US-127 to west of Flamingo Drive and on M-106 from south of Bunkerhill Road and Orchard Road to south of Waterloo Township line, in the village of Stockbridge, city of Adrian, Ingham, Lenawee, Hillsdale and Jackson Counties. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Causie Contracting, Inc.</b>	<b>\$ 112,500.00</b>	<b>Same</b>	<b>1 **</b>
Municipal Construction Inc.	\$ 123,039.00	Same	2
Scodeller Construction, Inc.	\$ 148,500.00	Same	3
Fahrner Asphalt Sealers, Inc.	\$ 160,165.00	Same	4
Interstate Sealant & Concrete, Inc.	\$ 173,650.00	Same	5
Lakeshore Parking Lot Maintenance	\$ 179,051.00	Same	6
Daffinson, Inc.			

6 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84025A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49201 Region-wide.



151. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603128  
 PROJECT NH 72014-85930  
 LOCAL AGRMT.  
 START DATE - MAY 30, 2006  
 COMPLETION DATE - JUNE 29, 2006

ENG. EST.  
 \$ 1,615,155.68

LOW BID  
 \$ 1,670,153.58

% OVER/UNDER EST.  
 3.41 %

8.94 mi of hot mix asphalt surfacing on US-127 northbound and southbound from M-55 northerly to north of Roscommon County Road 104, Roscommon County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,670,153.58</b>	<b>Same</b>	<b>1 **</b>
Bolen Asphalt Paving, Inc.	\$ 1,754,582.54	Same	2
Pyramid Paving & Contracting	\$ 1,790,751.34	Same	3
Central Asphalt, Inc.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85930A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48629.

152. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603129  
 PROJECT STT 72052-85921  
 LOCAL AGRMT.  
 START DATE - MAY 30, 2006  
 COMPLETION DATE - JUNE 29, 2006

ENG. EST.  
 \$ 953,819.77

LOW BID  
 \$ 850,922.80

% OVER/UNDER EST.  
 -10.79 %

9.96 mi of hot mix asphalt cold milling and resurfacing on M-18 from south of Lansing Road northerly to north of Lancewood Drive, and on I-75BL from M-18 westerly to the I-75 southbound ramps, in the city of Roscommon, Roscommon County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 850,922.80</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$ 1,003,026.32	Same	2
Bolen Asphalt Paving, Inc.	\$ 1,039,306.58	Same	3
Central Asphalt, Inc.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85921A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48653.

153. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603130  
 PROJECT STT 24051-86003  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 05, 2006  
 COMPLETION DATE - OCTOBER 06, 2006

ENG. EST.  
 \$ 537,529.81

LOW BID  
 \$ 588,506.91

% OVER/UNDER EST.  
 9.48 %

19.90 mi of overband crack sealing and single chip seal on M-119 from Peffers Street northerly to Cross Village, in the city of Harbor Springs, Emmet County. This project includes a 2 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, Inc.</b>	<b>\$ 588,506.91</b>	<b>Same</b>	<b>1 **</b>
Terry Construction, Inc.	\$ 737,894.08	Same	2
Pavement Maintenance Systems, Inc.	\$ 850,544.95	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

86003A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49737.

154. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603131  
 PROJECT STT 72031-86005  
 LOCAL AGRMT.  
 START DATE - MAY 30, 2006  
 COMPLETION DATE - JUNE 29, 2006

ENG. EST.  
 \$ 577,369.97

LOW BID  
 \$ 555,027.64

% OVER/UNDER EST.  
 -3.87 %

3.58 mi of hot mix asphalt cold milling and resurfacing, and various drainage structure adjustments and curb and gutter repairs, on M-55 from the bridge deck over northbound US-127 easterly to Federal Avenue, Roscommon County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 555,027.64</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$ 561,722.50	Same	2
Bolen Asphalt Paving, Inc.	\$ 670,792.83	Same	3
Central Asphalt, Inc.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

86005A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48629.



155. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603132  
 PROJECT ST 47062-85895  
 LOCAL AGRMT.  
 START DATE - JUNE 12, 2006  
 COMPLETION DATE - AUGUST 12, 2006

ENG. EST.  
 \$ 535,245.83

LOW BID  
 \$ 525,443.80

% OVER/UNDER EST.  
 -1.83 %

1.72 mi of hot mix asphalt cold milling and resurfacing on I-96BL (Grand River Avenue) from Grand Oaks Drive westerly to Lawson Road, Livingston County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Barrett Paving Materials, Inc.</b>	<b>\$ 525,443.80</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 529,815.22	Same	2
Cadillac Asphalt, LLC.	\$ 532,707.24	Same	3
Aggregate Industries-Central Region	\$ 564,597.01	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85895A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48114.

156. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603133  
 PROJECT NH 46062-84030  
 LOCAL AGRMT.  
 START DATE - JULY 05, 2006  
 COMPLETION DATE - AUGUST 31, 2006

ENG. EST.  
 \$ 89,125.00

LOW BID  
 \$ 84,397.00

% OVER/UNDER EST.  
 -5.30 %

1.41 mi of concrete resawing and sealing transverse pavement joints and concrete joint repair on US-223 east of High Street southerly to west of Jefferson Street, in the village of Blissfield, Lenawee County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	<b>\$ 84,397.00</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 84,661.00	Same	2
Kelcris Corporation	\$ 89,970.70	Same	3
Scodeller Construction, Inc.	\$ 91,897.00	Same	4
Florence Cement Company	\$ 97,590.00	Same	5
Daffinson, Inc.			
Interstate Sealant & Concrete, Inc			

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84030A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49228.

157. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603134  
 PROJECT NH 41062-85870  
 LOCAL AGRMT.  
 START DATE - MAY 30, 2006  
 COMPLETION DATE - JULY 28, 2006

ENG. EST. \$ 1,173,660.88  
 LOW BID \$ 1,160,836.20  
 % OVER/UNDER EST. -1.09 %

4.19 mi of hot mix asphalt cold milling and resurfacing, detail 8 joint repairs and signal loop replacement on M-11 (28th Street) from east of Church Street east to the southbound on-ramp to US-131 in the cities of Grandville and Wyoming, Kent County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,160,836.20</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 1,228,157.95	Same	2
Michigan Paving & Materials Co.	\$ 1,238,218.20	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85870A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49509.

158. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603136  
 PROJECT ST 17072-85889, ETC  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.  
 \$ 183,867.66

LOW BID  
 \$ 194,927.45

% OVER/UNDER EST.  
 6.02 %

0.77 mi of hot mix asphalt cold milling and resurfacing on M-129 from 3 Mile Road northerly to the beginning of the I-75BL concrete approach, and storm sewer reconstruction at the intersection of M-129 and 18th Avenue, in the city of Sault Ste. Marie, Chippewa County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 194,927.45</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 195,796.35	Same	2
Bacco Construction Company	\$ 217,403.87	Same	3

3 Bidders

**Purpose/Business Case:** This project is a combination of MDOT's Road Preservation Program goal to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007, and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85889A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

86716A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and Rehabilitation.

**Zip Code:** 49783.

159. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603138  
 PROJECT M 20012-M20651  
 LOCAL AGRMT.  
 START DATE - MAY 08, 2006  
 COMPLETION DATE - MAY 18, 2006

ENG. EST.  
 \$ 70,817.83

LOW BID  
 \$ 78,000.00

% OVER/UNDER EST.  
 10.14 %

0.32 mi of hot mix asphalt cold milling and resurfacing on  
 I-75 BL from the bridge deck over the AuSable River  
 northerly to Ogemaw Street in the city of Grayling, Crawford  
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 78,000.00</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 84,981.80	Same	2

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M20651

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49738.

## LOCAL PROJECTS

160. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603007  
 PROJECT STUL 38409-56000  
 LOCAL AGRMT. 06-5002  
 START DATE - JUNE 07, 2006  
 COMPLETION DATE - AUGUST 28, 2006

ENG. EST.  
 \$ 714,721.25  
 LOW BID  
 \$ 642,647.27  
 % OVER/UNDER EST.  
 -10.08 %

0.40 mi of road reconstruction with curb and gutter on  
 Wildwood Avenue from North West Avenue to Steward Street in  
 the city of Jackson, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bailey Excavating, Inc.</b>	<b>\$ 642,647.27</b>	<b>Same</b>	<b>1 **</b>
Mills Excavating	\$ 659,050.65	Same	2
Michigan Paving & Materials Co.	\$ 688,627.87	Same	3
Robert L. Johnson Construction	\$ 688,642.46	Same	4
Dunigan Brothers, Inc.	\$ 689,922.85	Same	5
Eastlund Concrete Construction	\$ 734,472.66	Same	6
Nashville Construction Company	\$ 740,693.59	Same	7
Aggregate Industries-Central Region	\$ 781,041.60	Same	8
Cadwell Brothers Construction	\$ 843,801.79	Same	9
Milbocker and Sons, Inc.			
Brady Sand & Gravel, Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56000A	
Federal Highway Administration Funds	63.91 %
City of Jackson	36.09 %

**Zip Code:** 49201.

161. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603022  
 PROJECT STUL 73404-86077  
 LOCAL AGRMT. 05-5528  
 START DATE - JULY 10, 2006  
 COMPLETION DATE - OCTOBER 20, 2006

ENG. EST.  
 \$ 1,872,995.00

LOW BID  
 \$ 1,768,229.59

% OVER/UNDER EST.  
 -5.59 %

0.77 mi of pavement removal, watermain replacement and construction of hot mix asphalt pavement on Hoyt Avenue from Washington Avenue to Genesee Avenue in the city of Saginaw, Saginaw County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Champagne and Marx Excavating, Inc</b>	<b>\$ 1,768,229.59</b>	<b>Same</b>	<b>1 **</b>
Rohde Brothers Excavating, Inc.	\$ 1,818,596.00	Same	2
Six-S, Inc.	\$ 1,833,497.96	Same	3
Dan's Excavating, Inc.	\$ 1,849,271.16	Same	4
L.J. Construction, Inc.	\$ 1,851,242.85	Same	5
C & D Hughes, Inc.	\$ 1,879,214.75	Same	6
Fisher Contracting Company	\$ 1,949,899.60	Same	7
Saginaw Asphalt Paving Company			
A. J. Rehmus & Son, Inc.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

86077A

Federal Highway Administration Funds	50.58 %
City of Saginaw	49.42 %

**Zip Code:** 48601.

162. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603023  
 PROJECT STU 63459-85278  
 LOCAL AGRMT. 05-5437  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.  
 \$ 1,832,095.91

LOW BID  
 \$ 1,772,881.89

% OVER/UNDER EST.  
 -3.23 %

1.40 mi of hot mix asphalt paving, earthwork, drainage items, concrete curb and gutter and guardrail on Groveland Road from Barron Road to Jossman Road, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Sunset Excavating, Inc.</b>	<b>\$ 1,772,881.89</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 1,863,702.49	Same	2
Six-S, Inc.	\$ 2,049,798.82	Same	3
Angelo Iafrate Construction Company	\$ 2,113,330.65	Same	4
Cadillac Asphalt, LLC.	\$ 2,123,916.22	Same	5
Zito Construction Co.	\$ 2,198,674.01	Same	6
Fisher Contracting Company	\$ 2,527,842.74	Same	7
Ajax Paving Industries, Inc.			
Genoak Construction Company			
The Oakland Excavating Company			
L. D'Agostini & Sons, Inc.			
Florence Cement Company			
South Hill Construction Company			
Pamar Enterprises, Inc.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

85278A

Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 63459.



163. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603024  
 PROJECT STU 25402-74551  
 LOCAL AGRMT. 06-5007  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 309,077.75

LOW BID  
**\$ 299,478.87**

% OVER/UNDER EST.  
 -3.11 %

0.18 mi of reconstruction, hot mix asphalt resurfacing with  
 curb and gutter on Chevrolet Avenue from Third Avenue to  
 Dupont Street, in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Young's Environmental Cleanup, Inc.</b>	<b>\$ 299,478.87</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 324,233.51	Same	2
Eastlund Concrete Construction, Inc.	\$ 334,762.15	Same	3
M. L. Chartier Excavating, Inc.	\$ 335,133.95	Same	4
Zito Construction Co.	\$ 335,268.20	Same	5
Lois Kay Contracting Co.	\$ 339,370.39	Same	6
Cadwell Brothers Construction	\$ 371,675.43	Same	7
Fisher Contracting Company	\$ 374,860.31	Same	8
Ace Asphalt & Paving Co.			
Abbott Construction, Inc.			
The Oakland Excavating Company			
Florence Cement Company			
Barrett Paving Materials, Inc.			
Rohde Brothers Excavating, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

74551A

Federal Highway Administration Funds	81.85 %
City of Flint	18.15 %

**Zip Code:** 48504.

164. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603025  
 PROJECT STU 25402-81665  
 LOCAL AGRMT. 05-5522  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 417,847.50

LOW BID  
 \$ 420,664.00

% OVER/UNDER EST.  
 0.67 %

0.35 mi of hot mix asphalt resurfacing and pavement repair  
 on Clio Road from I-475 to Stanley Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 420,664.00</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 436,254.74	Same	2
Eastlund Concrete Construction, Inc.	\$ 448,756.10	Same	3
Kelcris Corporation	\$ 454,089.53	Same	4
Angelo Iafrate Construction Company	\$ 545,242.91	Same	5
Causie Contracting, Inc.	\$ 657,775.05	Same	6
Snowden, Inc.			
Abbott Construction, Inc.			
C & D Hughes, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

81665A

Genesee County

18.15 %

Federal Highway Administration Funds

81.85 %

**Zip Code:** 48548.

165. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603026  
 PROJECT MCS 77018-83929, ETC  
 LOCAL AGRMT. 06-5003  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.  
 \$ 1,043,825.80    LOW BID  
 \$ 1,026,712.77  
 % OVER/UNDER EST.  
 -1.64 %

Bridge removal and replacement along with related approach  
 work on Capac Road at South Branch Mill Creek Drain, St.  
 Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 1,026,712.77</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 1,120,038.56	Same	2
Angelo Iafrate Construction Company	\$ 1,133,005.80	Same	3
Anlaan Corporation	\$ 1,159,256.10	Same	4
Dan's Excavating, Inc.	\$ 1,166,711.75	Same	5
C.A. Hull Co., Inc.			
Walter Toebe Construction Co.			
Gerace Construction Company, Inc.			
E. C. Korneffel Co.			
Midwest Bridge Company			
J. Slagter & Son Construction Co.			

5 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the  
 Federal aid route under local jurisdiction. It was selected through the  
 critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further  
 preserved providing increased economic value and quality of life for the  
 traveling public.

**Funding Source:**

83929A	
St Clair County	5.05 %
State Restricted Trunkline Funds	94.95 %
83930A	
St Clair County	9.35 %
State Restricted Trunkline Funds	90.65 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
 engineer's best estimate of probable construction cost. The contract's final  
 cost will be based on actual quantities built in the field and unit prices  
 bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for  
 local bridge projects within Michigan. If the project is not awarded, the  
 funds would be required by law to be applied to another local critical bridge  
 project. If the project is not awarded, there is a possibility that the  
 bridge will deteriorate further and will affect vehicular traffic to the  
 point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48097.

166. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603027  
 PROJECT CM 47082-83022  
 LOCAL AGRMT. 05-5412  
 START DATE - 10 days after award  
 COMPLETION DATE - 75 calendar days

ENG. EST.  
 \$ 619,383.68

LOW BID  
 \$ 546,525.05

% OVER/UNDER EST.  
 -11.76 %

0.52 mi of hot mix asphalt paving, pavement removal, earthwork, drainage improvements and concrete curb and gutter on Latson Road from M-59 southerly, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>The Oakland Excavating Company</b>	<b>\$ 546,525.05</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 565,208.68	Same	2
South Hill Construction Company	\$ 571,991.60	Same	3
Florence Cement Company	\$ 582,955.30	Same	4
C & D Hughes, Inc.	\$ 589,601.20	Same	5
Fonson, Inc.	\$ 598,451.54	Same	6
Sunset Excavating, Inc.	\$ 599,574.91	Same	7
Cadillac Asphalt, LLC.	\$ 604,648.21	Same	8
D & R Earthmoving, LLC	\$ 606,411.30	Same	9
Aggregate Industries-Central Region	\$ 610,801.00	Same	10
B & V Construction, Inc.	\$ 611,192.78	Same	11
Commerce Construction & Landscaping	\$ 645,935.39	Same	12
Cadwell Brothers Construction	\$ 648,991.02	Same	13
DeAngelis Landscape, Inc.			
ABC Paving Company			
E.T. MacKenzie Company			
Barrett Paving Materials, Inc.			
Pro-Line Asphalt Paving Corp.			
Fisher Contracting Company			
Abbott Construction, Inc.			
L.J. Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Angelo Iafrate Construction Company			
Ajax Paving Industries, Inc.			

13 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.



168. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603029  
 PROJECT STUL 11413-46074  
 LOCAL AGRMT. 06-5025  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2006

ENG. EST.  
 \$ 1,739,143.00

LOW BID  
 \$ 1,670,584.21

% OVER/UNDER EST.  
 -3.94 %

0.92 mi of pavement removal, hot mix asphalt paving,  
 earthwork, watermain, sanitary sewer, storm sewer and  
 traffic signal work on Lake Boulevard from Ship Street to  
 Lakeshore Drive (I-94BL), in the city of St. Joseph,  
 Berrien County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kalin Construction Co., Inc.</b>	<b>\$ 1,670,584.21</b>	<b>Same</b>	<b>1 **</b>
Kamminga & Roodvoets, Inc.	\$ 1,916,361.65	Same	2
Northern Construction Services, Co.	\$ 1,972,471.65	Same	3
Balkema Excavating, Inc.	\$ 2,505,069.10	Same	4
Milbocker and Sons, Inc.			
Peters Construction Co.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

46074A

Federal Highway Administration Funds	44.24 %
City of St. Joseph	55.76 %

**Zip Code:** 49085.

0.53 mi of cold milling hot mix asphalt pavement, hot mix asphalt paving, concrete sidewalk ramps and pavement markings on 44th Street from Bowen Avenue to Applewood Drive, Kent County.

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

81.85 %

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170. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603032  
 PROJECT CM 80400-82958  
 LOCAL AGRMT. 05-5418  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 31, 2006

ENG. EST.  
 \$ 255,772.18

LOW BID  
 \$ 268,210.25

% OVER/UNDER EST.  
 4.86 %

0.51 mi of hot mix asphalt paving, earthwork and traffic  
 signal work on Red Arrow Highway at the intersection of  
 County Road 652 and 24th Street, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Severance Electric Co., Inc.</b>	<b>\$ 268,210.25</b>	<b>Same</b>	<b>1 **</b>
Wolverine Electrical Contracting	\$ 270,338.78	Same	2
Michigan Paving & Materials Co.	\$ 281,432.85	Same	3
DVT Electric, Inc	\$ 298,907.00	Same	4
Strain Electric Company	\$ 300,771.90	Same	5
J. Ranck Electric, Inc.	\$ 301,954.50	Same	6
Windemuller Electric, Inc.	\$ 324,212.95	Same	7
Trans Tech Electric Limited Partner	\$ 331,951.80	Same	8
Consumers Asphalt Company			
Aggregate Industries-Central Region			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

82958A

Van Buren County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49071.



171. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603033  
 PROJECT STU 82457-85255  
 LOCAL AGRMT. 05-5461  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 15, 2006

ENG. EST.  
 \$ 2,227,395.10

LOW BID  
 \$ 2,043,997.89

% OVER/UNDER EST.  
 -8.23 %

0.52 mi of road reconstruction, including storm sewer improvements, concrete pavement, concrete sidewalk and pavement markings on Vernier Road from Harper Avenue to Mack Avenue, the city of Grosse Pointe Woods, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc.</b>	<b>\$ 2,043,997.89</b>	<b>Same</b>	<b>1 **</b>
Tony Angelo Cement Construction Co	\$ 2,067,687.36	Same	2
John Carlo, Inc.	\$ 2,069,638.16	Same	3
Florence Cement Company	\$ 2,086,086.98	Same	4
Dan's Excavating, Inc.	\$ 2,227,033.01	Same	5
Angelo Iafrate Construction Company	\$ 2,275,178.59	Same	6
Century Cement Company, Inc.	\$ 2,536,105.50	Same	7
Peter A. Basile Sons, Inc.			
L. Squared Construction, LLC.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

85255A

Federal Highway Administration Funds	80.35 %
City of Grosse Pointe Woods	19.65 %

**Zip Code:** 48236.

172. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603034  
 PROJECT EDDF 65555-77591  
 LOCAL AGRMT. 06-5027  
 START DATE - MAY 15, 2006  
 COMPLETION DATE - JUNE 29, 2006

ENG. EST.  
 \$ 555,751.75

LOW BID  
 \$ 536,008.48

% OVER/UNDER EST.  
 -3.55 %

1.96 mi of hot mix asphalt road reconstruction with minor widening, earthwork, base crushing and shaping, aggregate base, culverts, and slope restoration on Rose City Road from Short Road easterly to the Ogemaw/Iosco County line, Ogemaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Katterman Trucking, Inc.</b>	<b>\$ 536,008.48</b>	<b>Same</b>	<b>1 **</b>
Bolen Asphalt Paving, Inc.	\$ 562,118.79	Same	2
Cordes Excavating, Inc.	\$ 576,694.74	Same	3
Champagne and Marx Excavating, Inc.	\$ 680,208.99	Same	4
Rieth-Riley Construction Co., Inc.			
D. J. McQuestion & Sons, Inc.			
Central Michigan Contracting, Inc.			
Fisher Contracting Company			
Porath Contractors, Inc.			
Pyramid Paving & Contracting			
M & M Excavating Co., Inc.			
Rohde Brothers Excavating, Inc.			
John Henry Excavating, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the resurfacing of a Federal aid route under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

77591A

Ogemaw County	20.00 %
Federal Highway Administration Funds	66.00 %
State Restricted Economic Development Funds	14.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 48739.

173. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603035  
 PROJECT EDDF 53555-78901  
 LOCAL AGRMT. 05-5505  
 START DATE - JUNE 01, 2006  
 COMPLETION DATE - JULY 13, 2006

ENG. EST.	LOW BID
\$ 428,594.50	\$ 376,631.59
% OVER/UNDER EST.	
	-12.12 %

0.5 mi of road reconstruction, including roadway grading, aggregate base, hot mix asphalt paving, culverts, watermain replacement, pavement markings and slope restoration on West Johnson Road from US-31 easterly to North Main Street, in the city of Scottville, Mason County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Wadel Stabilization, Inc.</b>	<b>\$ 376,631.59</b>	<b>Same</b>	<b>1 **</b>
Hallack Contracting, Inc.	\$ 377,266.15	Same	2
Schultz Excavating & Asphalt	\$ 377,891.50	Same	3
Nashville Construction Company	\$ 407,479.00	Same	4
C & D Hughes, Inc.	\$ 408,408.21	Same	5
Kamminga & Roodvoets, Inc.	\$ 426,592.60	Same	6
Elmer's Crane & Dozer, Inc.	\$ 429,586.10	Same	7
Milbocker and Sons, Inc.	\$ 439,861.35	Same	8
Schippers Excavating, Inc.	\$ 496,100.50	Same	9
Maclean Construction Company			
Kalin Construction Co., Inc.			
CJ's Excavating Septic Service			
M. L. Chartier Excavating, Inc.			
Fisher Contracting Company			
Omans Contracting, Inc.			
Hardman Construction, Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78901A

Federal Highway Administration Funds	71.86 %
City of Scottville	28.14 %

**Zip Code:** 49454.

174. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603036  
 PROJECT BRO 03005-59688  
 LOCAL AGRMT. 05-5539  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 21, 2006

ENG. EST.  
 \$ 449,057.55

LOW BID  
 \$ 372,968.90

% OVER/UNDER EST.  
 -16.94 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on 23rd Street over Little Rabbit River, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Quantum Construction Company, Inc.</b>	<b>\$ 372,968.90</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 388,843.51	Same	2
S.L. & H. Contractors, Inc.	\$ 417,927.45	Same	3
Milbocker and Sons, Inc.	\$ 428,550.46	Same	4
Davis Construction, Inc.	\$ 567,756.26	Same	5
J. Slagter & Son Construction Co.	\$ 603,175.21	Same	6
L. W. Lamb, Inc.			
McDowell Construction , L.L.C.			
Walter Toebe Construction Co.			
Gerace Construction Company, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

59688A

Allegan County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49323.

175. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603037  
 PROJECT EDDF 02555-83224  
 LOCAL AGRMT. 06-5019  
 START DATE - JUNE 05, 2006  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.  
 \$ 236,431.35

LOW BID  
 \$ 274,556.05

% OVER/UNDER EST.  
 16.13 %

2.2 mi of hot mix asphalt cold milling and resurfacing,  
 bridge approach curb and gutter, resurfacing bridge deck  
 and approaches, shoulder paving, and drainage improvements  
 from west of Anna River bridge to east of Conners Road, in  
 the city of Munising, Alger County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 274,556.05</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 292,274.27	Same	2
Smith Paving, Inc.	\$ 306,759.85	Same	3
Rieth-Riley Construction Co., Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83224A

Federal Highway Administration Funds	80.00 %
City of Munising	2.00 %
State Restricted Economic Development Funds	18.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 49862.

176. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603038  
 PROJECT STUL 39405-76305  
 LOCAL AGRMT. 06-5018  
 START DATE - JUNE 01, 2006  
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.  
 \$ 639,386.25

LOW BID  
 \$ 594,013.00

% OVER/UNDER EST.  
 -7.10 %

1.23 mi of road reconstruction to all season standards on  
 26th Street from East Main Street to H Avenue, Kalamazoo  
 County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Robert Bailey Contractors, Inc.</b>	<b>\$ 594,013.00</b>	<b>Same</b>	<b>1 **</b>
Hoffman Bros., Inc.	\$ 604,746.95	Same	2
Brenner Excavating, Inc.	\$ 609,629.45	Same	3
Aggregate Industries-Central Region	\$ 635,829.90	Same	4
Peters Construction Co.	\$ 654,056.66	Same	5
Michigan Paving & Materials Co.	\$ 668,715.95	Same	6
Kamminga & Roodvoets, Inc.	\$ 699,403.55	Same	7
Nashville Construction Company	\$ 784,151.44	Same	8
Milbocker and Sons, Inc.			
Northern Construction Services, Co			
Balkema Excavating, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76305A

Kalamazoo County

18.15 %

Federal Highway Administration Funds

81.85 %

**Zip Code:** 49041.

177. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603039  
 PROJECT MCS 73007-83812  
 LOCAL AGRMT. 06-5000  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 14, 2006

ENG. EST.  
 \$ 1,098,032.67

LOW BID  
 \$ 1,186,065.67

% OVER/UNDER EST.  
 8.02 %

Bridge removal and replacement along with related approach work on North Portsmouth Road at Cheboyganing Creek, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hardman Construction, Inc.</b>	<b>\$ 1,186,065.67</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 1,269,934.97	Same	2
Walter Toebe Construction Co.	\$ 1,382,295.49	Same	3
Milbocker and Sons, Inc.	\$ 1,437,133.98	Same	4
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
J.E. Kloote Contracting, Inc.			
E.T. MacKenzie Company			
Gerace Construction Company, Inc.			
Midwest Bridge Company			
S.L. & H. Contractors, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83812A

Saginaw County

5.05 %

State Restricted Trunkline Funds

94.95 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48601.

178. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603040  
 PROJECT MCS 38003-83878  
 LOCAL AGRMT. 05-5527  
 START DATE - JULY 10, 2006  
 COMPLETION DATE - 90 calendar days

ENG. EST.  
 \$ 400,983.05

LOW BID  
 \$ 408,024.86

% OVER/UNDER EST.  
 1.76 %

Remove existing structure, construction of a prestressed concrete box beams and related approach work on Parsons Road over north branch of the Kalamazoo River, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 408,024.86</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 421,593.03	Same	2
E.T. MacKenzie Company	\$ 427,622.27	Same	3
Quantum Construction Company, Inc.	\$ 435,512.50	Same	4
Milbocker and Sons, Inc.	\$ 450,938.31	Same	5
Anlaan Corporation	\$ 464,911.32	Same	6
Davis Construction, Inc.	\$ 470,589.30	Same	7
J. Slagter & Son Construction Co.	\$ 580,989.87	Same	8
Bailey Excavating, Inc.			
Walter Toebe Construction Co.			
McDowell Construction , L.L.C.			
Gerace Construction Company, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83878A

Jackson County	5.00 %
State Restricted Trunkline Funds	95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.



**Zip Code:** 49261.

180. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603044  
 PROJECT MBS 28003-85833, ETC  
 LOCAL AGRMT. 05-5543  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.  
 \$ 1,398,890.10  
 LOW BID  
 \$ 1,514,558.22  
 % OVER/UNDER EST.  
 8.27 %

Replace grade crossing on Three Mile Road at Tuscola and Saginaw Bay Railway, 0.43 mi of road reconstruction including grading, storm sewer, concrete curb and gutter, hot mix asphalt paving, bridge replacement and bicycle path construction on Three Mile Road from Mitchell Creek northerly to the MDOT railroad and construction of a paved independent bike path within the existing Three Mile Road right-of-way from south of South Airport Road to US-31, Grand Traverse County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Elmer's Crane &amp; Dozer, Inc.</b>	<b>\$ 1,514,558.22</b>	<b>Same</b>	<b>1 **</b>
D. J. McQuestion & Sons, Inc.	\$ 1,555,438.77	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,634,323.68	Same	3
Kamminga & Roodvoets, Inc.	\$ 1,644,088.80	Same	4
L. W. Lamb, Inc.			
J.E. Kloote Contracting, Inc.			
Anlaan Corporation			
Davis Construction, Inc.			
M & M Excavating Co., Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

85833A -

**Purpose/Business Case:** To financially assist and invest in local railroad grade crossing improvements to enhance motorist safety.

**Benefit:** Increase motorist safety at a local railroad grade crossing.

**Funding Source:**

85833A

State Restricted Trunkline Funds 100 %

86078A

Grand Traverse County 20.00 %

Federal Highway Administration Funds 80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of opportunity to enhance motorist safety at a local railroad grade crossing.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulations and MDOT specifications.

**New Project Identification:** Improve existing local railroad grade crossing.

**Zip Code:** 49686.

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86044A

Grand Traverse County	27.07 %
Federal Highway Administration Funds	58.35 %
State Restricted Trunkline Funds	14.58 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49686.

181. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603046  
 PROJECT STUL 61407-84348  
 LOCAL AGRMT. 05-5474  
 START DATE - JUNE 01, 2006  
 COMPLETION DATE - AUGUST 31, 2006

ENG. EST.  
 \$ 1,096,481.68    LOW BID  
 \$ 1,131,085.47  
 % OVER/UNDER EST.  
 3.16 %

0.92 mi of road reconstruction including watermain construction, storm sewer improvements, hot mix asphalt paving and pavement markings on Henry Street from Summit Avenue to Sherman Boulevard in the city of Norton Shores, Muskegon County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 1,131,085.47</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 1,164,846.82	Same	2
Diversco Construction Company	\$ 1,230,371.50	Same	3
Wadel Stabilization, Inc.	\$ 1,230,371.69	Same	4
Schippers Excavating, Inc.	\$ 1,283,089.50	Same	5
Rieth-Riley Construction Co., Inc.			
Dan Hoe Excavating, Inc.			
Aggregate Industries-Central Region			
Bond Construction Company			
Hallack Contracting, Inc.			
C & D Hughes, Inc.			
Hardman Construction, Inc.			
Michigan Paving & Materials Co.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

84348A	
Federal Highway Administration Funds	64.94 %
City of Norton Shores	35.06 %

**Zip Code:** 49441.

182. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603047  
 PROJECT STH 30609-84959  
 LOCAL AGRMT. 06-5023  
 START DATE - JUNE 02, 2006  
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.  
 \$ 152,204.00

LOW BID  
**\$ 133,592.30**

% OVER/UNDER EST.  
 -12.23 %

Intersection improvements on North Adams Road at White Road,  
 Hillsdale County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hoffman Bros., Inc.</b>	<b>\$ 133,592.30</b>	<b>Same</b>	<b>1 **</b>
Mills Excavating	\$ 135,196.10	Same	2
Parrish Excavating, Inc.	\$ 138,876.20	Same	3
Bailey Excavating, Inc.	\$ 140,989.37	Same	4
Concord Excavating & Grading, Inc.	\$ 144,438.17	Same	5
Milbocker and Sons, Inc.	\$ 155,150.17	Same	6
Cadwell Brothers Construction	\$ 162,603.01	Same	7
Nashville Construction Company	\$ 164,767.67	Same	8
Brady Sand & Gravel, Inc.	\$ 167,024.37	Same	9
J. Sebastian Trucking & Exc. Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

84959A

Hillsdale County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49250.

183. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603048  
 PROJECT STUL 52418-56433  
 LOCAL AGRMT. 05-5517  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 28, 2006

ENG. EST.  
 \$ 744,997.85

LOW BID  
**\$ 714,478.51**

% OVER/UNDER EST.  
 -4.10 %

0.37 mi of new road construction including hot mix asphalt paving, aggregate base, subbase, drainage improvements, bike path construction, sidewalk and ramps, signals, pavement markings and restoration on Wright Street from Presque Isle Avenue to Lakeshore Boulevard, in the city of Marquette, Marquette County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Oberstar, Inc.</b>	<b>\$ 714,478.51</b>	<b>Same</b>	<b>1 **</b>
A. Lindberg & Sons, Inc.	\$ 831,032.90	Same	2
Associated Constructors, LLC	\$ 866,680.16	Same	3
Bacco Construction Company	\$ 932,730.09	Same	4
Hebert Construction Company			
Smith Paving, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56433A

Federal Highway Administration Funds	81.46 %
City of Marquette	18.54 %

**Zip Code:** 49855.

184. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603049  
 PROJECT STE 37011-83578  
 LOCAL AGRMT. 05-5518  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST.  
 \$ 271,584.00

LOW BID  
 \$ 204,080.43

% OVER/UNDER EST.  
 -24.86 %

0.62 mi of landscaping sidewalks and ramps on East  
 Bloomfield Road from US-27BR to West Campus  
 Drive, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Three Seasons Landscaping</b>	<b>\$ 204,080.43</b>	<b>Same</b>	<b>1 **</b>
Tri-Valley Landscaping, Inc.	\$ 216,540.00	Same	2
Cobblestone Pavers, LLC	\$ 245,056.58	Same	3
County Line Nurseries & Landscaping	\$ 246,340.00	Same	4
Rasins Landscape and Associates	\$ 248,223.01	Same	5
Anderson-Fischer & Associates, Inc.	\$ 257,465.98	Same	6
Weyand Bros., Inc.	\$ 259,176.45	Same	7
Eastlund Concrete Construction, Inc.	\$ 278,468.96	Same	8
Porath Contractors, Inc.	\$ 297,689.25	Same	9
Marine City Nursery Company			
Landmark Services, Inc.			
McDowell Construction , L.L.C.			
Miller Development, Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

83578A

Isabella County	30.00 %
Federal Highway Administration Funds	70.00 %

**Zip Code:** 48858.

185. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603050  
 PROJECT STL 50058-75500  
 LOCAL AGRMT. 06-5017  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2006

ENG. EST.  
 \$ 264,718.00

LOW BID  
 \$ **268,451.44**

% OVER/UNDER EST.  
 1.41 %

2.49 mi of hot mix asphalt overlay on North Avenue from 23  
 Mile Road to 27 Mile Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>John Carlo, Inc.</b>	<b>\$ 268,451.44</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 285,405.37	Same	2
Ace Asphalt & Paving Co.	\$ 290,331.25	Same	3
Barrett Paving Materials, Inc.	\$ 296,716.44	Same	4
Cadillac Asphalt, LLC.	\$ 330,791.10	Same	5

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

75500A

Macomb County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 48043.



186. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603051  
 PROJECT MCS 25006-53401  
 LOCAL AGRMT. 05-5362  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.  
 \$ 1,314,764.00

LOW BID  
 \$ 987,752.61

% OVER/UNDER EST.  
 -24.87 %

Remove and replace bridge along with related approach work  
 on Torrey Road over Shiawassee River, in the city of Fenton,  
 Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C.A. Hull Co., Inc.</b>	<b>\$ 987,752.61</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 1,167,388.57	Same	2
Walter Toebe Construction Co.	\$ 1,262,818.53	Same	3
Anlaan Corporation	\$ 1,267,514.40	Same	4
Angelo Iafrate Construction Company	\$ 1,288,658.52	Same	5
J. Slagter & Son Construction Co.			
S.L. & H. Contractors, Inc.			
E.T. MacKenzie Company			
J.E. Kloote Contracting, Inc.			
Davis Construction, Inc.			
Gerace Construction Company, Inc.			
Hardman Construction, Inc.			
Milbocker and Sons, Inc.			
Midwest Bridge Company			

5 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the  
 Federal aid route under local jurisdiction. It was selected through the  
 critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further  
 preserved providing increased economic value and quality of life for the  
 traveling public.

**Funding Source:**

53401A

City of Fenton	6.21 %
State Restricted Trunkline Funds	93.79 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
 engineer's best estimate of probable construction cost. The contract's final  
 cost will be based on actual quantities built in the field and unit prices  
 bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for  
 local bridge projects within Michigan. If the project is not awarded, the  
 funds would be required by law to be applied to another local critical bridge  
 project. If the project is not awarded, there is a possibility that the  
 bridge will deteriorate further and will affect vehicular traffic to the  
 point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded  
 the project. Any negotiations prior to award of the contract, is in violation  
 of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48430.

187. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603052  
 PROJECT MCS 02007-56451, ETC  
 LOCAL AGRMT. 06-5015  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2006

ENG. EST.  
 \$ 657,591.14

LOW BID  
 \$ 569,896.35

% OVER/UNDER EST.  
 -13.34 %

Remove and replace 2 bridges along with related approach work on North Point Drive over Laughing Whitefish River and Deerton Road over Laughing Whitefish River, Alger County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>A. Lindberg &amp; Sons, Inc.</b>	<b>\$ 569,896.35</b>	<b>Same</b>	<b>1 **</b>
Associated Constructors, LLC	\$ 613,140.85	Same	2
Hebert Construction Company	\$ 615,354.21	Same	3
Yalmer Mattila Contracting, Inc.	\$ 642,147.86	Same	4
Lunda Construction Company	\$ 790,107.39	Same	5
J. Slagter & Son Construction Co.			
Snowden, Inc.			
Gerace Construction Company, Inc.			
Bacco Construction Company			
Zenith Tech, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

56451A

Alger County	5.00 %
State Restricted Trunkline Funds	95.00 %

59687A

Alger County	6.01 %
State Restricted Trunkline Funds	93.99 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49822.

188. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603053  
 PROJECT STUL 31437-76824  
 LOCAL AGRMT. 06-5006  
 START DATE - JULY 04, 2006  
 COMPLETION DATE - SEPTEMBER 30, 2006

ENG. EST.  
 \$ 309,969.97

LOW BID  
 \$ 312,117.50

% OVER/UNDER EST.  
 0.69 %

0.26 mi of road reconstruction including grading, drainage improvements and hot mix asphalt paving on Main Street from First Street to Dodge Street, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Yalmer Mattila Contracting, Inc.</b>	<b>\$ 312,117.50</b>	<b>Same</b>	<b>1 **</b>
Bill Siler Contracting, Inc.	\$ 312,118.33	Same	2
MJO Contracting, Inc.	\$ 337,024.22	Same	3
Thomas J. Moyle, Jr., Inc.	\$ 348,312.49	Same	4
Bacco Construction Company	\$ 349,280.05	Same	5
A. Lindberg & Sons, Inc.	\$ 422,753.30	Same	6

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76824A

Houghton County

18.15 %

Federal Highway Administration Funds

81.85 %

**Zip Code:** 49931.

189. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603059  
 PROJECT STH 13609-84933  
 LOCAL AGRMT. 06-5037  
 START DATE - JUNE 01, 2006  
 COMPLETION DATE - AUGUST 05, 2006

ENG. EST.  
 \$ 236,780.01

LOW BID  
 \$ 187,666.75

% OVER/UNDER EST.  
 -20.74 %

Geometric improvements, traffic signal modernization and installation of pedestrian signals on Champion Street at North Washington Avenue, in the city of Battle Creek, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Severance Electric Co., Inc.</b>	<b>\$ 187,666.75</b>	<b>Same</b>	<b>1 **</b>
Strain Electric Company	\$ 192,733.58	Same	2
DVT Electric, Inc	\$ 201,220.00	Same	3
J. Ranck Electric, Inc.	\$ 216,734.40	Same	4
Windemuller Electric, Inc.	\$ 227,915.25	Same	5
Trans Tech Electric Limited Partner			
Wolverine Electrical Contracting,			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

84933A	
City of Battle Creek	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49017.

190. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603072  
 PROJECT MCS 50009-83888  
 LOCAL AGRMT. 06-5016  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.  
 \$ 1,233,587.70  
 LOW BID  
 \$ 1,192,501.88  
 % OVER/UNDER EST.  
 -3.33 %

Bridge removal and replacement along with related approach work on Hayes Road at the Price Brook Drain, in Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 1,192,501.88</b>	<b>Same</b>	<b>1 **</b>
Pamar Enterprises, Inc.	\$ 1,215,241.21	Same	2
Posen Construction, Inc.	\$ 1,246,374.52	Same	3
John Carlo, Inc.	\$ 1,288,883.84	Same	4
Angelo Iafrate Construction Company	\$ 1,326,853.27	Same	5
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
The Oakland Excavating Company			
Walter Toebe Construction Co.			
L. D'Agostini & Sons, Inc.			
ABC Paving Company			
J. Slagter & Son Construction Co.			
Florence Cement Company			
Midwest Bridge Company			
Ajax Paving Industries, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83888A

Macomb County	30.46 %
State Restricted Trunkline Funds	69.54 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Zip Code:** 48042.

**Zip Code:** 49120.

192. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603074  
 PROJECT CM 14400-82974  
 LOCAL AGRMT. 05-5383  
 START DATE - MAY 15, 2006  
 COMPLETION DATE - AUGUST 31, 2006

ENG. EST.  
 \$ 81,978.95

LOW BID  
 \$ 111,998.98

% OVER/UNDER EST.  
 36.62 %

Add left turn lanes and semi-actuated signals on Redfield  
 Street at M-62 intersection, in Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	<b>\$ 111,998.98</b>	<b>Same</b>	<b>1 **</b>
Wolverine Electrical Contracting,	\$ 123,128.23	Same	2
DVT Electric, Inc	\$ 130,238.00	Same	3
Trans Tech Electric Limited Partner	\$ 131,716.75	Same	4
Severance Electric Co., Inc.	\$ 133,933.48	Same	5
Strain Electric Company			

5 Bidders

**Withdrawn at ad board**

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

82974A

Cass County

20.00 %

Federal Highway Administration Funds

80.00 %

**Zip Code:** 49112.

193. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603075  
 PROJECT STUL 14410-74609  
 LOCAL AGRMT. 05-5384  
 START DATE - JULY 05, 2006  
 COMPLETION DATE - SEPTEMBER 01, 2006

ENG. EST.  
 \$ 139,992.25

LOW BID  
 \$ 119,744.50

% OVER/UNDER EST.  
 -14.46 %

1.01 mi of cold milling and resurfacing on Huntley Road from  
 Lake Street to Yankee Street, in Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Consumers Asphalt Company</b>	<b>\$ 119,744.50</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 150,675.89	\$ 150,175.89	2
Michigan Paving & Materials Co.	\$ 153,398.83	Same	3
Brooks Construction Company, Inc.	\$ 178,006.51	Same	4
Rieth-Riley Construction Co., Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

74609A

Cass County

18.15 %

Federal Highway Administration Funds

81.85 %

**Zip Code:** 49120.



194. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603076  
 PROJECT STL 62026-76587  
 LOCAL AGRMT. 06-5028  
 START DATE - JULY 05, 2006  
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.  
 \$ 499,915.00

LOW BID  
 \$ 464,011.61

% OVER/UNDER EST.  
 -7.18 %

0.83 mi of hot mix asphalt road reconstruction with minor widening and modular block retaining wall on Croton Drive, from M-37 to Newaygo east city limits, in the city of Newaygo, Newaygo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 464,011.61</b>	<b>Same</b>	<b>1 **</b>
Wadel Stabilization, Inc.	\$ 476,904.38	Same	2
Kamminga & Roodvoets, Inc.	\$ 509,141.43	Same	3
Dykema Excavators, Inc.	\$ 524,758.65	Same	4
Nashville Construction Company	\$ 525,803.38	Same	5
Diversco Construction Company	\$ 556,670.50	Same	6
Milbocker and Sons, Inc.	\$ 578,311.58	Same	7
Schippers Excavating, Inc.	\$ 603,752.00	Same	8
Eastlund Concrete Construction, Inc.			
Omans Contracting, Inc.			
Michigan Paving & Materials Co.			
Hallack Contracting, Inc.			
Brenner Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76587A  
 Federal Highway Administration Funds 80.00 %  
 City of Newaygo 20.00 %

**Zip Code:** 49337.

195. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603077  
 PROJECT MCS 80015-59832  
 LOCAL AGRMT. 06-5004  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.  
 \$ 228,310.50

LOW BID  
 \$ 211,747.00

% OVER/UNDER EST.  
 -7.25 %

Remove existing structure and construct a precast concrete box culvert bridge and related approach work on 18th Avenue over Pine Creek (Mentha Drain), Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Peters Construction Co.</b>	<b>\$ 211,747.00</b>	<b>Same</b>	<b>1 **</b>
Quantum Construction Company, Inc.	\$ 225,851.10	Same	2
Stein Construction Co., Inc.	\$ 240,614.75	Same	3
Milbocker and Sons, Inc.	\$ 246,590.25	Same	4
J.E. Kloote Contracting, Inc.	\$ 253,697.50	Same	5
Davis Construction, Inc.	\$ 273,421.75	Same	6
J. Slagter & Son Construction Co.			
L.J. Construction, Inc.			
Kamminga & Roodvoets, Inc.			
Brenner Excavating, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

59832A

Van Buren County

5.00 %

State Restricted Trunkline Funds

95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49062.



197. LETTING OF MARCH 03, 2006  
 PROPOSAL 0603229  
 PROJECT MCS 56013-83907  
 LOCAL AGRMT. 05-5509  
 START DATE - JUNE 12, 2006  
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.  
 \$ 309,745.50

LOW BID  
 \$ 272,827.25

% OVER/UNDER EST.  
 -11.92 %

Bridge removal and replacement along with related approach  
 work on Lively Road at Herner Drain, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 272,827.25</b>	<b>Same</b>	<b>1 **</b>
Miller Development, Inc.	\$ 300,671.81	Same	2
Anlaan Corporation	\$ 308,773.06	Same	3
John Henry Excavating, Inc.	\$ 317,622.00	Same	4
J.E. Kloote Contracting, Inc.	\$ 321,668.70	Same	5
Jackson Contracting	\$ 332,599.56	Same	6
McDowell Construction , L.L.C.	\$ 335,000.94	Same	7
Davis Construction, Inc.	\$ 341,147.65	Same	8
Milbocker and Sons, Inc.	\$ 351,586.50	Same	9
E.T. MacKenzie Company	\$ 365,777.80	Same	10
C.A. Hull Co., Inc.			
Gerace Construction Company, Inc.			
Hardman Construction, Inc.			
E. C. Korneffel Co.			
Fisher Contracting Company			
Walter Toebe Construction Co.			
3-S Construction, Inc.			
Heystek Contracting Inc.			
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			

10 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the  
 Federal aid route under local jurisdiction. It was selected through the  
 critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further  
 preserved providing increased economic value and quality of life for the  
 traveling public.

**Funding Source:**

83907A

Midland County

5.22 %

State Restricted Trunkline Funds

94.78 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
 engineer's best estimate of probable construction cost. The contract's final  
 cost will be based on actual quantities built in the field and unit prices  
 bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for  
 local bridge projects within Michigan. If the project is not awarded, the  
 funds would be required by law to be applied to another local critical bridge  
 project. If the project is not awarded, there is a possibility that the  
 bridge will deteriorate further and will affect vehicular traffic to the  
 point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48652.

### **EXTRAS**

198. **Extra 2006 - 31**

Control Section/Job Number: 63459-56252 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.  
2210 Scott Lake Rd.  
Waterford, MI 48328

Designed By: Hubbell, Roth & Clark, Inc.  
Engineer's Estimate: \$3,354,154.10

Description of Project:

0.7 kilometers of concrete pavement construction, storm sewers, traffic signals and wetland creation on Wixom Road/Johanna Ware Extension at Pontiac Trail, in the city of Wixom, Oakland County.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	November 30, 2004	
Original Contract Amount:	\$2,907,577.88	
Total of Overruns/Changes (Approved to Date):	38,074.36	+ 1.31%
Total of Extras/Adjustments (Approved to Date):	219,470.56	+ 7.55%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>10,275.04</u></b>	<b>+ 0.35%</b>
<b>Revised Total</b>	<b><u>\$3,175,397.84</u></b>	<b>+ 9.21%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.86% over the original budget for an **Authorized to Date Amount** of \$3,165,122.80.

Approval of this extra will place the authorized status of the contract 9.21% or \$267,819.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-016	16 r. 1, 22, 24	\$60,200.00	02/21/06

Contract Modification Number(s): 20, 21, 23

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 20**

TS, One Way Pedestal Mtd	2.000 Ea @ \$1,732.50/Ea	<u>\$3,465.00</u>
Total		<u>\$3,465.00</u>

**CM 21**

Strain Pole, Steel, Anchor Fdn., Steel Casing	4.000 Ea @ \$603.75/Ea	<u>\$2,415.00</u>
Total		<u>\$2,415.00</u>

**CM 23**

Controller Fdn., Relocate Conduit	1.000 Ea @ \$2,302.96/Ea	\$2,302.96
Controller and Cabinet, Relocate & Reinstall	1.000 Ea @ \$2,092.08/Ea	<u>2,092.08</u>
Total		<u>\$4,395.04</u>

**Grand Total**

**\$10,275.04**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 20**

Railroad tracks diagonally cross the project intersection. The skewed railroad and intersection crossing caused the new overhead traffic signals and respective stop bars to be mounted further than normal from the intersection. It was discovered, after installation, that vehicles were encroaching into the intersection and were not able to see the overhead traffic signals. The contractor was directed to install additional low-level traffic signals to enhance signal visibility and improve intersection safety. The extra cost for TS, One Way Pedestal Mtd was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

**CM 21**

The contractor encountered a considerable amount of ground water during excavation for four of the steel strain pole anchor foundations. The presence of ground water created an unstable situation and the holes continued to collapse. The contractor was directed to utilize a steel casing for the construction of these four foundations to provide a stabilized shaft. The extra cost for Strain Pole, Steel, Anchor Fdn., Steel Casing was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

**CM 23**

The contractor was directed to relocate the traffic signal controller cabinet in the northeast quadrant of North Wixom Road and Old Wixom Road. After initial installation, it was determined by the traffic signal maintaining agency that the traffic signal controller cabinet, pole, and foundation should be relocated to prevent potential damage from weather elements. The initial placement of the traffic signal equipment may have led to premature aging and/or damage from water, snow, or ice accumulation. The extra work included constructing a new foundation, relocating the conduits and cable, removing and reinstalling the controller cabinet and restoration work. The extra cost for Controller Fdn., Relocate Conduit and Controller and Cabinet, Relocate & Reinstall was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; City of Wixom, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48393.

199. **Extra 2006 - 32**

Control Section/Job Number: 73171-75175 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Interstate Highway Construction  
P.O. Box 4356  
Englewood, CO 80155

Designed By: MDOT  
Engineer's Estimate: \$37,169,137.19

Description of Project:

7.20 mi of concrete overlay, shoulder widening, drainage and safety improvements on I-75, from M-57 north to Birch Run Creek, and widening, overlay and substructure repairs on B03 over Pine Run Creek, in Vienna and Birch Run Townships, Genesee and Saginaw Counties.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$31,394,459.83	
Total of Overruns/Changes (Approved to Date):	(1,396,453.32)	- 4.45%
Total of Extras/Adjustments (Approved to Date):	2,208,654.54	+ 7.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>138,462.11</u></b>	<b><u>+ 0.44%</u></b>
<b>Revised Total</b>	<b><u>\$32,345,123.16</u></b>	<b>+ 3.03%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.59% over the original budget for an **Authorized to Date Amount** of \$32,206,661.05.

Approval of this extra will place the authorized status of the contract 3.03% or \$950,663.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-29	12 r. 1	\$187,097.38	03/15/05
2005-91	2, 18 r. 3, 19, 25	\$1,638,186.63	08/02/05
2005-102	26	\$13,989.24	09/06/05
2005-141	28	\$35,800.00	12/06/05
2006-001	31 r. 2, 32	\$64,934.66	01/17/06

Contract Modification Number(s): 33, 35 r. 2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 33**

Joint Contraction, Cp Mod (HPRA)	3,304.500 Ft @ \$5.26/Ft	17,381.67
Bump Grind Median Shoulder	1.000 LS @ \$103,660.70/LS	103,660.70
Salvage / Erect Glare Screen Mounting	3.000 Ea @ \$183.75/Ea	<u>551.25</u>
Total		<u>\$121,593.62</u>

**CM 35**

12' Shoulder Repair Station 1544		\$6,760.16
Add Bead 12"	2,573.000 Ft @ \$0.13230/Ft	340.41
Add Bead 4"	33,417.000 Ft @ \$0.04410/Ft	1,473.69
Add Bead 6"	81,650.000 Ft @ \$0.06620/Ft	5,405.23
Re-space Type II Barricades		<u>2,889.00</u>
Total		<u>\$16,868.49</u>

**Grand Total****\$138,462.11****Reason(s) for Extra(s)/Adjustment(s):****CM 33**

The extra work item Joint Contraction, Cp Mod (HPRA) was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity. The original reason for this work is described below.



The contractor was directed to seal pavement joints with hot poured rubber sealant versus the neoprene sealant as called for in the project plans. Field performance of neoprene seals has not been to the quality level expected; therefore, MDOT recently made hot poured rubber sealant the standard for concrete joint sealing. The official MDOT change of sealant materials occurred after this project was let. The extra cost for Joint, Contraction, Cp Mod (HPRA) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with MDOT's Average Unit Price Index. The extra cost for Joint, Contraction, Cp Mod (HPRA) was completely offset by a previous \$1,439,223.40 reduction in the original bid item of Joint, Contraction, Cp.

The following items are newly established extra work items.

The contractor was directed to bump grind the north and southbound median shoulders to mainline tolerances. MDOT decided to utilize the shoulder as an additional travel lane as it was 12 feet wide. The extra cost for Bump Grind Median Shoulder was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with project office daily records and force account records submitted by the contractor.

The contractor was directed to salvage and erect the glare screen that was mounted on top of the temporary concrete barrier wall. The relocation work was necessary during a project traffic shift, as the glare screen was moved from one end of the project to the other. The extra cost for Salvage / Erect Glare Screen Mounting was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

### **CM 35**

The contractor was directed to repair the southbound shoulder at station 1544+00. Two concrete panels at this location had cracked and it did not appear to be the fault of contractor's workmanship. The extra cost for 12' Shoulder Repair Station 1544 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with force account records submitted by the contractor.

The pavement markings on this project were designed as polyurea markings with small glass beads. MDOT has evaluated pavement markings and is now recessing polyurea markings, and has further determined that larger glass beads are advisable because of the increased retro-reflectivity (visibility). The extra cost for Add Bead 12", Add Bead 4", and Add Bead 6" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost is based on material invoice costs from the bead supplier. The cost was deemed reasonable when compared with similar project work.

The contractor placed traffic control devices (drums) at 100-foot intervals to comply with the 60 mph speed limit on northbound I-75 in order to open the roadway to traffic. MDOT then directed the contractor to reduce the speed limit to 45 mph and re-space the traffic control devices. This direction was in line with the new speed limit requirements in work zones. The extra work item, Re-space Type II Barricades will compensate the contractor for the labor required to comply with the 45 mph speed limit. The extra cost for Re-space Type II Barricades was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar force account work on region projects.

These Extras are recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** State Restricted Trunkline, 100%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48415.

200. **Extra 2006 - 33**

Control Section/Job Number: 78022-32365 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Oselka Construction  
10900 Kruger Rd  
Union Pier, MI 49129

Designed By: MDOT  
Engineer's Estimate: \$2,055,704.59

Description of Project:

1.11 kilometers of bituminous widening and resurfacing, curb and gutter, drainage and geometric improvements, and utility work on US-12 from west of Elaine Street easterly to west of Centreville Road and construction of a motorized path and tree plantings on US-12 from 100 meters west of Elaine Street to Surprise in the city of Sturgis, St. Joseph County.

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	March 6, 2003	
Original Contract Amount:	\$1,882,242.77	
Total of Overruns/Changes (Approved to Date):	(146,604.58)	- 7.79%
Total of Extras/Adjustments (Approved to Date):	107,877.11	+ 5.73%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>13,666.35</u></b>	<b><u>+ 0.73%</u></b>
<b>Revised Total</b>	<b><u>\$1,857,181.65</u></b>	<b>- 1.33%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.06% under the original budget for an **Authorized to Date Amount** of \$1,843,515.30.

Approval of this extra will place the authorized status of the contract 1.33% or \$25,061.12 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9 r. 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 9**

Sewer By-pass Pumping	\$3,266.76
Utility Vault, Adjust	541.42
Earthwork, Sidewalk, Special	880.05
Valve Box Repair	188.12
Gas Main, Rem	8,790.00
<b>Total</b>	<b><u>\$13,666.35</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Several project claims were filed by the contractor per Section 104.09 of the 1996 Standard Specifications for Construction. Two claim meetings, TSC level and region level, have been conducted on this project. The Region level claim decision resolved seven of the 32 claim issues. Additional resolutions are still in negotiations.

A portion of the existing sanitary sewer system was planned to be abandoned in place using flowable fill. This portion was disconnected from the remaining existing sanitary sewer system and an area of new sanitary sewer. During the flowable fill operation, it was discovered that an unknown interconnect between the existing portions of the sanitary sewer systems was still active. This interconnect allowed flowable fill to enter approximately 1000 feet of mainline sanitary sewer and render it unusable. Emergency by-pass pumping was required to maintain sanitary service to the local residents along the project and to alleviate sewer backup flooding. The extra work item Sewer By-pass Pumping will compensate the contractor for maintaining the by-pass pumping until the services and main could be placed back into service. The extra cost for Sewer By-pass Pumping is 100 percent funded by the local agency and was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with both similar work and force account type work in the region.

Three private utility vaults were encountered while constructing the new sidewalk. These vaults were required to be adjusted to final grade. The private utility company could not provide the adjustment in a timely manner; therefore, the contractor was directed to complete the vault adjustment work. This work has been reviewed against the procedure for billing utilities for work within the MDOT right-of-way and the private utility has been billed for the extra work. The extra cost for Utility Vault, Adjust was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with time and material records submitted by the contractor in conjunction with similar work in the region.

The proposed sidewalk ending locations were extended within the project limits. The project plans depicted the sidewalk ending locations at points that would have created unsafe or discontinuous conditions. The ending points would have led pedestrians onto the roadway shoulder on the west end of the project and would have led to a discontinuity on the east end of the project. It was decided to extend the sidewalk westerly to a parking lot of a local grocery store, which is the destination of most of the pedestrian traffic, in lieu of the roadway shoulder. It was also decided to extend the sidewalk easterly to the end of the project limits in order to connect to a project in 2006, which will ensure the continuity of the sidewalk. Grading for sidewalk was considered part of the original bid item for roadway grading. These additional sidewalk extension areas were beyond the planned roadway grading areas. Therefore,

additional grading work was required and the contractor is being compensated for the grading work. The extra cost for Earthwork, Sidewalk, Special was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with time and material records submitted by the contractor in conjunction with similar work in the region.

The project plans depict several water main valve boxes that were to be abandoned in place. During construction operations, local agency personnel specifically marked which valve boxes were to be abandoned, as there are numerous valve boxes along the project roadway. It was later discovered that the local agency had mistakenly identified valve boxes for abandonment. The contractor was directed to restore the previously abandoned valve boxes to working condition. This work included the removal of the previously placed concrete to free the valves. This extra work is 100 percent funded by the local agency. The extra cost for Valve Box Repair was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with time and material records submitted by the contractor in conjunction with similar work in the region.

An existing gas main was in conflict with the new storm and sanitary sewers. The private utility company did not have crews available to remove the conflicting gas main prior to commencement of construction operations. The contractor was directed to remove the conflicting gas main in order to maintain the project schedule. The private utility company has been billed for this extra work. The extra cost for Gas Main, Rem was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with time and material records submitted by the contractor in conjunction with similar work in the region.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 63.65%; State Restricted Trunkline, 13.37%; City of Sturgis, 22.98% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49091.

201. **Extra 2006 - 34**

Control Section/Job Number: 82123-52803 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: MDOT  
Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 miles of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(103,831.57)	- 0.13%
Total of Extras/Adjustments (Approved to Date):	3,265,409.46	+ 4.06%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>189,280.00</u></b>	<b><u>+ 0.24%</u></b>
<b>Revised Total</b>	<b><u>\$83,876,945.97</u></b>	<b>+ 4.17%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.93% under the original budget for an **Authorized to Date Amount** of \$83,687,665.97.

Approval of this extra will place the authorized status of the contract 4.17% or \$3,350,857.89 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-073	1 r. 1	\$380,033.85	07/05/05
2005-087	10	\$178,928.00	08/02/05
2005-097	11 r. 1, 12	\$336,851.70	09/06/05
2005-098	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-025	46 r. 1	\$305,457.15	03/07/06

Contract Modification Number(s): 50 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 50**

Light Standard Fnd. Bridge/Wall Mounted	14.000 Ea @ \$13,520.00/Ea	\$189,280.00
<b>Total</b>		<b><u>\$189,280.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The bridge and wall mounted light standard foundations at the M-39 and I-96 interchange were in an extreme state of deterioration and were in need of replacement or elimination. A proposed tower lighting system will eliminate the need for most of the bridge mounted light foundations. However, 14 of the light standard foundations are out of the tower's lighting range and will have to be replaced. Therefore, the contractor was directed to replace the lighting standards. These standards are located on fly-over ramps over mainline M-39 and I-96, and other lower level ramps at the M-39 and I-96 interchange. The work required a large backhoe for debris containment, closing of several interchange ramps, demolition, and concrete casting work. Half of the work was completed during the winter season. The extra cost for Light Standard Fnd. Bridge/Wall Mounted was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with daily records and time, material, and equipment breakdowns submitted by the contractor. These breakdowns were compared with the industry standard equipment rates, project proposal labor rates and region material prices for reasonableness.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48204, 48223, 48227, 48238.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Kirk T. Steudle  
Director